

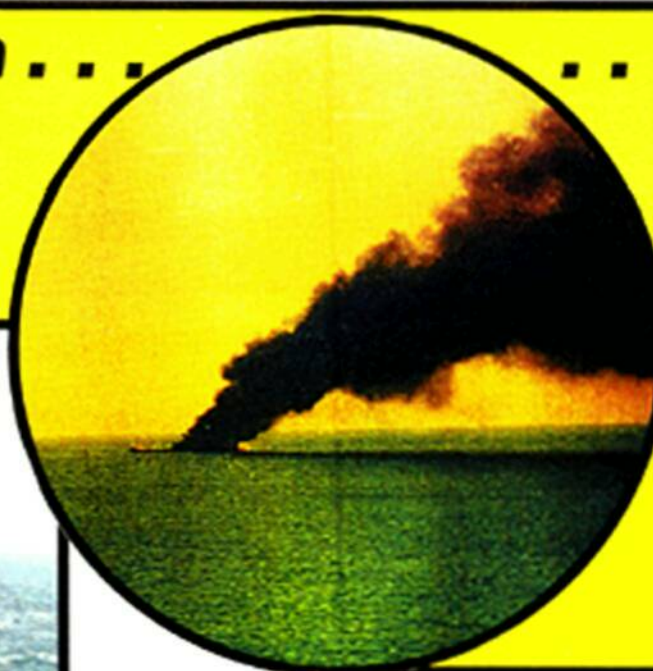
## **Deadly combination . . .**



● Right: An Iraqi gunboat is enveloped in a pall of smoke after being hit by a Sea Skua missile fired by HMS Cardiff's Lynx helicopter (see centre pages).

● Below: The Type 42 destroyer HMS Exeter arrives to relieve HMS Cardiff, returning to Portsmouth this month.

— Picture: CPO(Phot) Paul Wellings



## **. . . that devastated Saddam at sea**

A quarter of the Iraqi Fleet's losses have been chalked up by the Royal Navy — a fact underlined by Lieut. General Sir Peter de la Billiere, Commanding Officer of British Forces in the Gulf, when he spent two hours on board the Task Group flagship, HMS London.

"When you bear in mind that you're substantially less than 25 per cent of the total of Allied ships at sea in this theatre, that is a very creditable performance," he said.

"We have annihilated Saddam Hussein's ability to produce any opposition at sea."

- As he spoke, the total enemy losses were:
- Frigates — one, out of action at Khor Az Zubayr
  - Missile patrol boats — six sunk, five damaged
  - Major patrol craft — three sunk, two damaged
  - Minor patrol craft — 30 sunk, 22 damaged
  - Landing craft — three sunk, four damaged
  - Major mine warfare vessels — two sunk, one damaged



# **IRAQI NAVY WIPED OUT**

**OVER 40 Iraqi vessels have now been destroyed by the Allies — with a hefty share falling to Royal Navy helicopter pilots.**

Naval supremacy was claimed within a fortnight of the start of the campaign at sea, the combination of Lynx helicopter and Sea Skua missile proving particularly devastating against enemy surface units (see centre pages).

Recently modified to improve its endurance in action, the Lynx now carries infra-red jammers which send out high-energy beams to deflect incoming heat-seeking missiles.

Commodore Chris Craig, the RN

Task Group commander, has described it as "the perfect weapon system for this arena."

Most of the enemy fleet is now sunk or damaged — and the few units remaining are vulnerable whenever they come out of port. The helicopters depredations have not been entirely unop-

posed, however. HMS Brazen's flight came under fire when on a "search and destroy" mission off the Kuwaiti coast.

"I saw three of four bursts sending plumes of water into the air," Lieut.-Cdr Mike Pearey told Navy News. "Over the noise of the helicopter we couldn't hear anything and it was only when I saw the splashes that I realised someone was shooting at us."

"They were a couple of hundred yards short of us and I looked up and I could see the traces of fire coming from the shore. Jon" (his pilot, Lieut. Jon Reid) "remained very cool and banked away sharply, taking us out of the firing line."

HMS Cardiff — whose own Lynx has been pre-eminent in the naval cam-

● Turn to back page

## **JACK-POT!**

For the first time, the Royal Navy is to have a Service lottery, with tickets at 75p a week offering the chance to win a series of prizes based on soccer or cricket results.

While the six prizes each week — top one £2,000 — will bring added flavour to naval life, main object is to boost the hard-pressed funds for sport and recreation in the Service by, hopefully, well over half a million pounds a year.

Finally approved after three years of negotiation, the scheme is due to start in September and initially about 25,000 tickets will be available.

It will be based on FA League matches in winter and County Cricket matches in summer. Those joining (minimum period three months) will receive a card providing a list of

## **Diana at Drake**

FIVE-year-old Carrie Gould, daughter of LS Ken Gould, of HMS Brazen, shyly presents a bouquet to the Princess of Wales who, with the Prince, met Gulf Service families at Drake — see page 29 for more pictures and a special message from the Princess.

Picture: LA(Phot) G.J. Meggitt



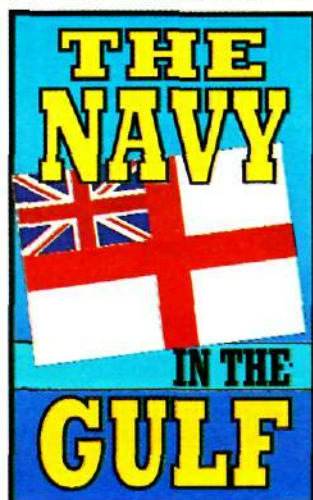
## **12 PER CENT — AND MORE**

THIS year's Services pay award brings an average increase for personnel on main scales of just over 12 per cent.

But for the Royal Navy there is a series of "extras", including improvements in the Longer Service at Sea Bonus, a boost in submarine pay, bonuses for young officers on full career commissions, and Separation Allowance improvements.

For full details, including the new daily rates, see page 15. For the Pay Review Body's comments on married quarters and furniture charges, see page 17.





## FAMILY SUPPORT GROUPS

### PORTSMOUTH

Rowner — Families & Church Centre, Spread Eagle car park, off Nimrod Road — 0705 580115; Halsea — Halsea Naval Community Centre, Salerno Road, Stanshaw — 0705 696122; Eastney — Eastney Naval Community Centre, Henderson Road, Southsea — 0705 734176; Hardway — NAFAC, 30 Merganser Close — 0705 529649; Peak Lane — NAFAC, 7 Sibland Close — 0329 41469; Paulsgrove — NAFAC, 109 Browning Avenue — 0705 372765; Drayton — NAFAC, 15 Ansedale Road — 0707 377114; Portsmouth — NAFAC, 21 Woodville Drive — 0705 861528; Gosport — WRVS HQ, 2 Stoke Road — 0705 583660; Bridgwater — Bedenham Infants School, Community Room — 0329 232095; Lee-on-Solent — Health Centre, Manor Way — 0705 553333; Waterlooville — RN & RM Children's Home, South Africa Lodge, Stakes Hill Road — 0705 262297; Southampton — St Denys Hall, Dundee Road, Nr Cobden, Bridge, Portsmouth — 0703 671757; Isle of Wight — Ryde Health Centre — 0893 615555; Fareham — Ranvilles School Community Hall — 0329 42526; Greenhithe — Family Support Group, Royal Naval College — 081 858 2154; Copnor — 20 Highgrove Road — 0705 661890; Poole — RM Hive — 0202 669190; Chichester — St Paul's Church, St Paul's Road — 0860 300024.

### PLYMOUTH

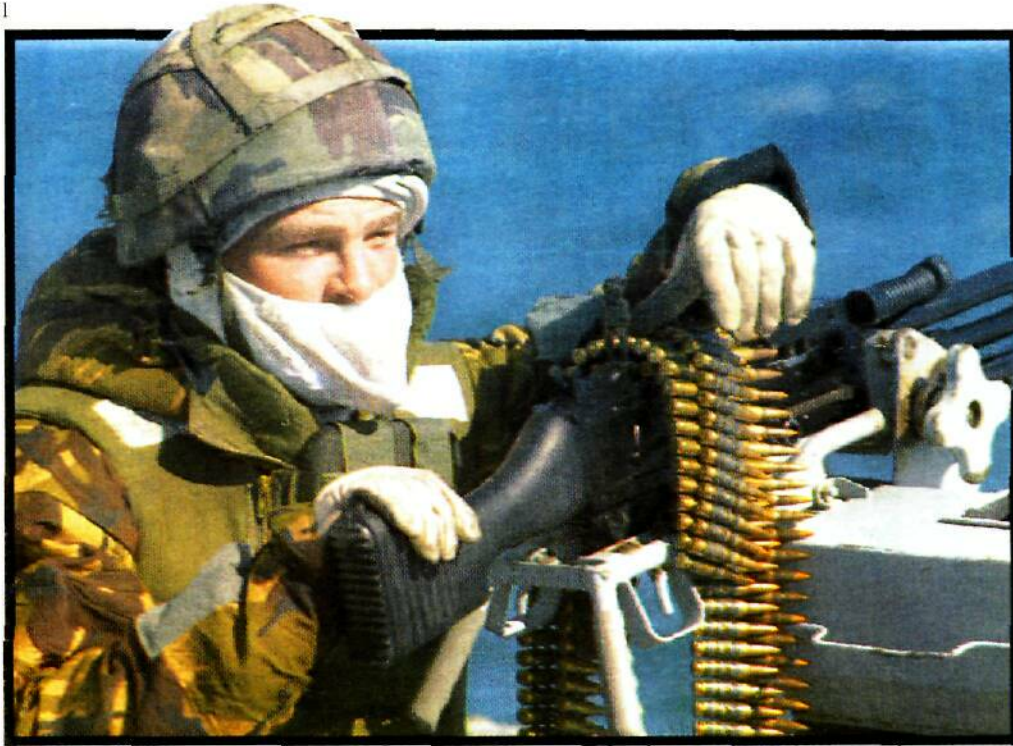
Crownhill — Family Centre — 0752 772312 ext 254; St Budeaux — Tamar View Community Centre — 0752 555515; Tamerton — Hilltop Community Centre — 0752 772470; Chaddlewood — Hillcrest Community Centre — 0752 343225; Radford Community Centre — 0752 406680; Torpoint — Community Centre, Trevorder Close — 0752 812970; Granby — Raglan Community Centre, Fore Street, Devonport — 0752 583211; Hordridge — 19 Riverside Close, Saltash — Health Centre — 0752 568611; Callington — Health Centre — 0752 568611; RNAS Culdrose — Wives Club — 0326 574121; RNAS Yeovilton — 0935 22131 ext 5354/0935 840511 ext 5354; Exeter — Southern Hay Methodist Church — 0392 54944; Torquay/Paignton — Homecot, Shirburn Road, Torquay — 0803 328438; Colyton — Kingfisher Public House — 0297 52476; Brixham — Town Hall — 08045 3843; Tavistock — Parish Church Hall or Lodge, Kelly College — 0822 612841.

### ROSYTH

Gatherings: Cairneyhill — 40 Glenavon Drive, Cowdenbeath — 10 Johnstone Park, Glasgow — Elmbank Street — 041 221 6906; Newcastle upon Tyne — Mea House, Ellison Place — 091 232 6218; Rosyth — Naval Families Centre, Castle Road — 0383 416 747; St Andrews (Red Cross) — 141 South Street, Dunfermline (Red Cross) — 26 Maygate, Kinross — 0577 63869; Boness — 0506 822 423; Drop-ins: Rosyth — Royal Sailors Rest, Ferryhill Road; Forth Families Club, Castle Road; Talk Lines: Edinburgh — 031 452 9706; Glasgow — 041 221 6906; Rosyth — 0383 416 747; Enquiry Lines: RN — 0345 414 544; Civilians — 071 839 5656/5492.

### PORTLAND

Family Information Centre, Seely Court, a Grangecroft Road, Westcliff — 0305 822542; Royal Sailors Rest, Castletown — 0305 821446; Chaplain's Office — 0305 820311 ext 2033.



## Warrants issue speeds up

WITH large numbers of Navy personnel away from home — many of them involved in the Gulf War — families are sometimes encountering delays in obtaining travel warrants for use between their homes and previously-nominated addresses.

Now a new scheme has been introduced allowing entitled dependents to apply for warrants directly from UK shore bases, without having to go through their spouse's/parent's ship, thus speeding up the process, and relieving some of the ships of excessive paperwork whilst in the stress of a war zone.

Two warrants may be transferred to families, who can apply to the Base Supply Officers at HMS Drake, Cochrane, Nelson, Neptune, Osprey, RNAS Culdrose or Yeovilton, whichever is most convenient.

The scheme is not restricted to units serving in the Gulf, but is available to the entire Navy, both afloat and for those ashore on unaccompanied drafts/appointments.

It will run only for the duration of the Gulf War, though — but if it proves to be successful will be reviewed and may be reintroduced as a permanent measure.

## Chance meeting

MINE counter measures vessel HMS Quorn may have been alongside in Rosyth but her crew were out in the Gulf, manning, in turn, sister ships Atherstone, Cattistock and Hurworth, so their ship's companies could take a short period of leave.

When they found themselves alongside RFA Argus, now fitted out as a casualty-receiving ship, they renewed a long-standing affiliation with the Queen Alexandra's Royal Naval Nursing Service (QARNNS).

Matron Gillian Comrie is seen with some of her nursing team and Quorn's CO, Lt.-Cdr. Nigel Williams, plus members of his crew.



# Thinking of you...

"MAIL is now ready for collection" — a pipe that has always been popular in Royal Navy ships, and never more so than now in the Gulf, for such as Mne. Stacey Fuszard, seen here at his action stations on board HMS Cardiff.

Every day over 75,000 letters are being sent out to British servicemen and women, along with about 1,000 bags of parcels, all passing through the British Forces Post Office at Mill Hill, North London, where every effort is being made to ensure speedy delivery. Letters currently take about five days to get out there and parcels a little longer.

The Naval Section at BFPO is regularly boosted by an extra ten to 12 reservists — Postal Assistants from the RNR who are taking time off from their regular jobs with the Post Office.

New, easier (and cheaper) ways to send out mail have been introduced. The Forces' Free Aerogrammes ("Blueys") are still available for relatives from Post Offices countrywide — temporary shortages due to high demand have now been overcome — and for those who wish to send longer messages, or put enclosures in with the letter, the normal 22p stamp is sufficient for letters by airmail (weight up to 40 grams).

Parcels can be sent through the Post Office at a greatly reduced rate, £2 for the first kilogram and up to £5 for the maximum weight of 10 kilos, but all parcels must be clearly marked "BFPO economy parcel service".

More information on Post Office services to the Gulf can be obtained on Freephone 0800-224466.

Even more of a bargain — United Carriers Ltd., one of the UK's leading parcel operators, will deliver parcels to the Gulf free of charge if they are taken to any of their 21 offices throughout the country. They will also arrange to collect parcels (up to a maximum number of 15) for a nominal fee of £2.

The special information line for this service is 0933-440100/440200.

With all mail going to the Gulf it is important that it's correctly addressed, with number, rank/rating, and name, sub unit/unit or ship and BFPO number.

Currently about 300 incorrectly-addressed letters a day are received at BFPO.

In order to deal with the huge number of offers of gifts a special Tri-Service Gulf Amenities Centre has been set up — telephone 071-430-6240 or 6243.

Gifts from individuals, groups and companies are being co-ordinated, with items varying from millions of tea-bags, tons of Turkish delight and truckloads of board games, multi-gyms and TV sets among those already despatched.

The cost of phoning home from the Gulf has also been reduced, with a gift of 100,000 £10 phone-cards, presented by Cable and Wireless, British Aerospace and NatWest Bank.

These will supplement the already existing scheme whereby personnel are able to buy a £20 phone-card at half-price each month.

## Desert song, anyone?

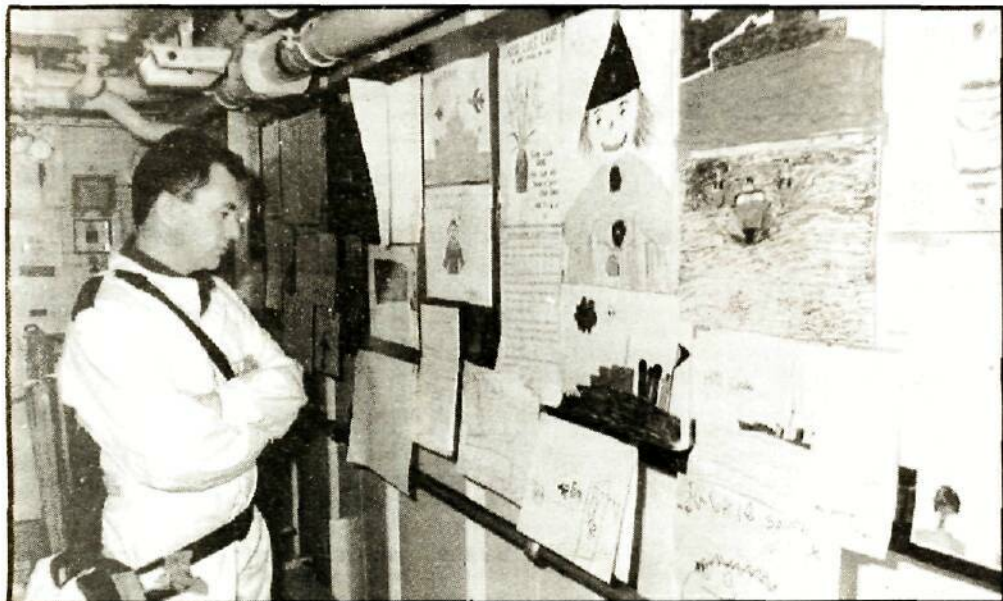
"HEADLINERS", an organisation staffed by Service and ex-Service personnel, is to produce a book of Gulf War poetry, proceeds to Service charities.

A holiday in Paris is on offer for the best entry, forwarded to Headliners, Project Laureate, PO Box 1236, Bulford, Salisbury, Wilts.

## Anne at Rosyth



WHEN the Princess Royal visited HMS Cochrane, Rosyth, to meet the families of sailors serving in the Gulf she was presented with a bouquet by nine-year-old Kelly Chapman, daughter of LSEA(MW) Simon Chapman, of HMS Hurworth. The Princess also visited HMS Brecon at Rosyth Naval Base for a brief tour of the ship.



## Love to London

DURING a quiet moment on board HMS London CPO Mark Carns reads messages of goodwill sent by children at St Bartholomew's Hospital.

The Type 22 frigate has long been affiliated with the paediatric department and when children on Kenton and Lucas wards heard she was serving in the Gulf they decided to cheer the ship's company up with paintings, drawings and even a few Valentine cards.

Now they are hard at work collecting items for a "goody box."



# Lean year for Navy Days

## IN BRIEF

### Avenger in diving drama

LCK Pete Garretty, ship's diver in HMS Avenger, has been awarded the Commander-in-Chief's Commendation for his quick-thinking action in rescuing a colleague who became entangled in wreckage while diving in San Carlos Water in the Falkland Is.

He brought him to the surface after he had lost his diving mask and fallen unconscious and revived him with the kiss-of-life.

□ □ □

"Maiden", Tracy Edwards' account of the only all-female crew in the 1989/90 Whitbread Round the World Yacht Race, has won the £1,000 award for the King George's Fund for Sailors Best Book of the Sea 1990.

□ □ □

On passage between Brazil and Antigua, homeward bound from the South Atlantic, the ship's company of HMS Danae stretched their legs to good effect by winning the Mike Till Trophy for the 1 mile x 100 relay in 10 hrs. 34 mins. 46 secs. — beating the runners-up in HMS York by over half an hour.

□ □ □

In its annual report the Institute of Marine Engineers announced an increase in membership numbers for the third successive year and a continuing improvement in the Institutes' financial position.

□ □ □

The new computer building at RNAY Fleetlands housing mainframe computer and ancillary equipment and offices for the Fleet Air Arm's Information Technology Team, has been formally opened by the Mayor of Gosport, Cllr. Sidney Leyland.

□ □ □

The National Maritime Museum at Greenwich has received, as a gift from the Society for Nautical Research, a portrait miniature of Sir William Fairfax, Captain of HMS Venerable at the Battle of Camberdown in 1797, painted by John Smart.

Plans are still going ahead for Navy Days at Plymouth this year — to be held over the August Bank Holiday, 24/25/26th August, — but this will be the only such event for 1991.

As previously planned, Navy Days would alternate yearly between Plymouth and Portsmouth, so no event will take place in Portsmouth this year, and it has been announced that Rosyth will not be open to the public in June, as originally in-

tended, as so many of the locally-based ships are currently on Gulf War duties.

Portland Naval Base, due to have open days in May, has also cancelled this year's event.

It is, however, intended that Navy Days will be staged at Rosyth in 1992.

Arrangements for this year's Royal Tournament, with the Army as the lead Service, are still on schedule, but a decision as to whether there will be a Royal Navy Field Gun Competition has not yet been made.

## They also serve...

Not all Operation Granby has been centred on the Gulf — the Type 22 frigate HMS Sheffield is seen here, guns cleared for action and weapons loaded, patrolling off Cyprus.

Her job is to watch out for United Nations sanction breakers, potential terrorist groups and possible air attacks, so her 270 ship's company are working long hours in a state of continual vigilance.

The 'Shiny Sheff' has conducted several interceptions and with her close-range air defence systems acted as 'goalkeeper' for high-value Allied units. Her Lynx helicopter has been active in a number of support missions.

She has been heartened by a flood of good wishes from home — including prayers from Sheffield Cathedral, the City Council and Master Cutler.

HMS Ark Royal's Air Group (right) has also been kept busy in the Eastern Mediterranean. A Sea King from 820 Sqn piloted by Lieut. Richard Dane took part in the search for two fishermen, missing after their boat capsized in Morphou Bay on the NW coast of Cyprus.

In rough seas, strong winds and gathering darkness, one was found, clinging to the up-turned hull and Dane carried on the search for the other until midnight, but without success.

● The Type 42 destroyer HMS Birmingham is now on her way to join HMS Ark Royal in the Mediterranean.



## Final fling of the Hubb

It was a family affair as the minehunter HMS Hubberston made her last voyage under the White Ensign, from Poole to her homeport of Portsmouth, with relatives of the crew taking passage for the farewell trip.

Commissioned in October 1955, Hubberston has had a varied career during her 36 years of service, operating in minehunting and sweeping roles, on fishery protection duties, and as Maritime Patrol Craft with the Hong Kong Squadron, engaged on anti-smuggling and illegal immigration preventative patrols.

### School link

Hubberston was named after the village near Milford Haven in Wales, and for the past twenty years the ship has kept in touch with the local school there, Haking County Primary Junior, with the children visiting the ship from time to time.

On arrival at Portsmouth there was a short de-commissioning ceremony, complete with de-commissioning cake, before the crew took over sister ship HMS Kedleston, and Hubberston herself was put up for commercial sale, her duties with the Royal Navy completed.

## Three pull out of Smith Island

Illness has resulted in three members of the Joint Services' Expedition to Smith Island having to leave the expedition down in Antarctica, to be flown back to the UK.

Firstly the expedition leader, Royal Marines WO John Kimbrey, suffering from suspected appendicitis, was unable to rejoin his team as had originally been expected after his illness was diagnosed, and then S/Sgt Tony Willets and RM Colour Sgt Dick Worral were both taken off the island with more minor ailments.

Meanwhile, the expedition, now being led by Lieut. Jamie Main RM, is continuing despite encountering frustratingly poor weather, hampering attempts to reach mountain summits.

Spirits, however, remain high, as a recent message reports — "The scenery is tremendous and the solitude and general atmosphere give a real feeling of exploration."

## 'Shiny Ivy' shines on



After her six-month re-fit period in Portsmouth, followed by a busy trials and training programme, HMS Iveston, one of the dwindling band of wooden-hulled minehunters, joins STANAVFORCHAN, the NATO mineclearance force, for deployment in the Mediterranean.

The 36-year-old "Shiny Ivy" — her motto is "We'd rather be past it than plastic!" — continues to give good service, equipped as she is with a modern minehunting sonar system, and carrying a Clearance Diving Team, ready to deal with all types of EOD tasks.



# Four-level plan for warfare training

SADLY this will be my last article for Drafty's Corner, writes the Operations Drafting Commander, Cdr. Allan Adair. Much has changed since I took the chair some 2½ years ago, but for my parting shot, rather than look back, I have selected as my main topic something for the future: Warfare Branch Development. I have also included a "Wrens to Sea" update.

As many of you will know, the Warfare Branch Development Team was set up over two years ago to look at the feasibility of amalgamating the Operations and Weapons Engineer Mechanic (WEM) branches.

The aim was to see if a "user-maintainer", capable of both operating and carrying out semi-skilled maintenance on equipment, could be created. No final decision on the way ahead will be made until the study is complete and the implications fully considered — this should be in mid 1992.

At present there are a number of structure problems in both the Ops and WE Branches. For instance, in some of the Op sub-branches there are not enough Junior Rating sea billets to "grow" sufficient Senior Ratings.

Similarly, there is a lack of perceived job prospects for the WEM

## Operations Team

As well as welcoming the new Drafting Commander, Commander David Ewings from the Joint Acoustic and Anti-Submarine Warfare Centre at RAE Farnborough, in the spirit of Warfare Branch Development we also welcome our first WE officer, Lieutenant Commander Mike Linfield, as the Sonar, Minewarfare, Diving and PT Drafting Officer.

Mike has recently retired and comes to us direct from the WE "O" Drafting Desk, so is no stranger to Centurion.

Finally, it is with sadness that, after ten years in two appointments as the Communications Drafting Officer, and nearly 42 years in uniform, Lieutenant Commander Phil Stembidge will be retiring before the next Ops edition of Drafty's Corner appears. We all wish him a long, happy and hassle-free retirement! At the time of writing, his successor has not yet been selected.

**Drafting Commander, Warrant Officers Appointer and Regulators Drafting Officer:** Commander Allan Adair — tbrb Commander David Ewings 4/6/91 (ext 2494)  
**Office Manager — Regulators Drafting:** CPO Wtr Tom Finnie (ext 2497)  
**Sonar, Minewarfare, Diving, PT:** Lt Cdr Mike Linfield (ext 2453), PO Wtr Mark Beale, tbrb PO Wren Wtr Pam Miles 20/5/91 (ext 2441), LWren Dawn Roberts, tbrb Wtr Steve Searle 16/4/91 (ext 2441).

**Missile, Seamen, EW:** Lt Cdr John Beavis (ext 2454), PO Wtr Jeff James, LWren Sarah Todd and LS(M) Kenny Ball, tbrb LS(M) Chris Casey 12/3/91 (ext 2459).

**Communications, CT, Telephonist:** Lt Cdr Phil Stembidge (ext 2452), PO Wren Wtr Ann John (ext 2442), LWren Lisa Grant (ext 2496).

**Radar, Survey Recorder, Weapon Analyst:** Lt Cdr Peter Young (ext 2457), PO Wren Wtr Liah Mail and Wren Wtr Emma Marshall (ext 2450).

## RSR The Sailor and his family

Did you know "Aggies" has been helping the sailor and his family since 1876? The sailors of the day asked her to provide them with a "Pub with no Beer", as near to the dockyard gates as possible.

Today's Rests in: Devonport, Portland, Portsmouth, Rosyth, Rowner and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge, Coffee Bar etc., to a chat with the Missioner and his wife.

When you next have a run ashore,

why not give the one in your port a try?

Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 821446.

The RSR is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSR to continue to help you. Why not think of a gift through the Give As You Earn Scheme. For more details write to the General Secretary.

Royal Sailors' Rests,  
2a South Street,  
Gosport,  
Hants PO12 1ES.

Royal Sailors' Rests



"What's the PC for — passing current?"



**Drafty**

**On the Ops Branch**

Senior Rating, particularly at sea.

So the Warfare Branch Development Team was formed to see how the operator-mechanic concept could solve these problems and also to see how the user-maintainer principle could be developed to meet the needs of the Royal Navy in the next century.

Newer ships require a higher proportion of more qualified operators and there is a constant need to make more efficient use of the manpower that we have as our more leanly manned ships begin to enter service. The Navy must also be ready to respond to, and benefit from, advances in technology incorporated in future equipment design.

Achieving the right training package and branch structure without compromising either operating, engineering or safety standards will not be an easy task. The present plan is to introduce four levels of professional training, or professional courses (PC). They equate with current rates as follows:

- PC1 — ORD/AB Operator-Mechanic
- PC2 — AB\* Operator-Mechanic
- PC3 — LH Supervisor-Mechanic
- PC4 — PO Director-Mechanic

The PC1 course will concentrate on basic operating skills, such as picture compilation and command systems literacy, and basic maintenance skills, such as safety and preventative maintenance, by covering some of the WEM part 2 and 3 training.

After a first sea draft of about 18 months, the operator mechanic will return ashore for the PC2 course which will enable him to fill the more demanding operator billets. The technical content will

roughly equate to the remaining aspects of the current WEM part 2 and 3 based on the benefits of sea experience.

I can see a few wry smiles on the faces of some of the older readers at the re-appearance of the "star" qualification!

The PC3 course will enable the rating to man billets currently filled by leading hands and some POs, the technical content equating to that given to an LWEM, but only as applicable to the appropriate sub-branch.

The PC4 course will provide in depth operational system knowledge and will include the wider aspects of technical management. The WBDT is also considering the need to train selected senior ratings to higher operational skill levels to fill certain selected billets and conversely, plans to extract artificer candidates at the PC3 stage.

A specialist training design team of some 35 Officers and Senior Ratings has been established at HMS Collingwood, under the Commander-in-Chief Home Command, to develop these proposals.

A decision on the way ahead will probably be taken in mid 1992. Even if approval to proceed with the changes were to be given then, it will undoubtedly take several years of careful management to ensure that the transition from Ops and WEM to Warfare Branch takes place smoothly, without any drop in standards, and to ensure that individuals are not adversely affected.

● For those Seamanship specialists who have not already got the buzz, the Seamanship School at Gunwharf is closing down this month and moving to HMS Raleigh. The first Seaman qualifying course for 1991 will start in May (see page 12).

## Still time to volunteer for sea

Wrens of the Operations branches are now serving alongside their male counterparts in HM Ships Brilliant, Invincible, Juno and Battleaxe. Contrary to some popular press reports, the Brilliants were the first to sea — they joined their ship on October 8 last year.

In addition to the Radar, Communications and PT ratings, one Weapon Analyst joined Invincible on November 28. The requirement for Weapon Analysts to serve at sea is still being assessed and it is planned that the WA will remain in Invincible as a trial for one year.

The Wrens now on sea service are the majority of those who first volunteered. NDD had planned that the remainder of the first volunteers would all now be undergoing sea training to enable them to join HM Ships Sirius, Fearless, Brazen and Beaver sometime after July 19 this year. Exceptionally, some WRO volunteers have not yet been detailed for sea training because their removal, without relief, would have caused unacceptable penalties in some of the commcens ashore. These WROs will be detailed to sea training at a later date.

### Commitment

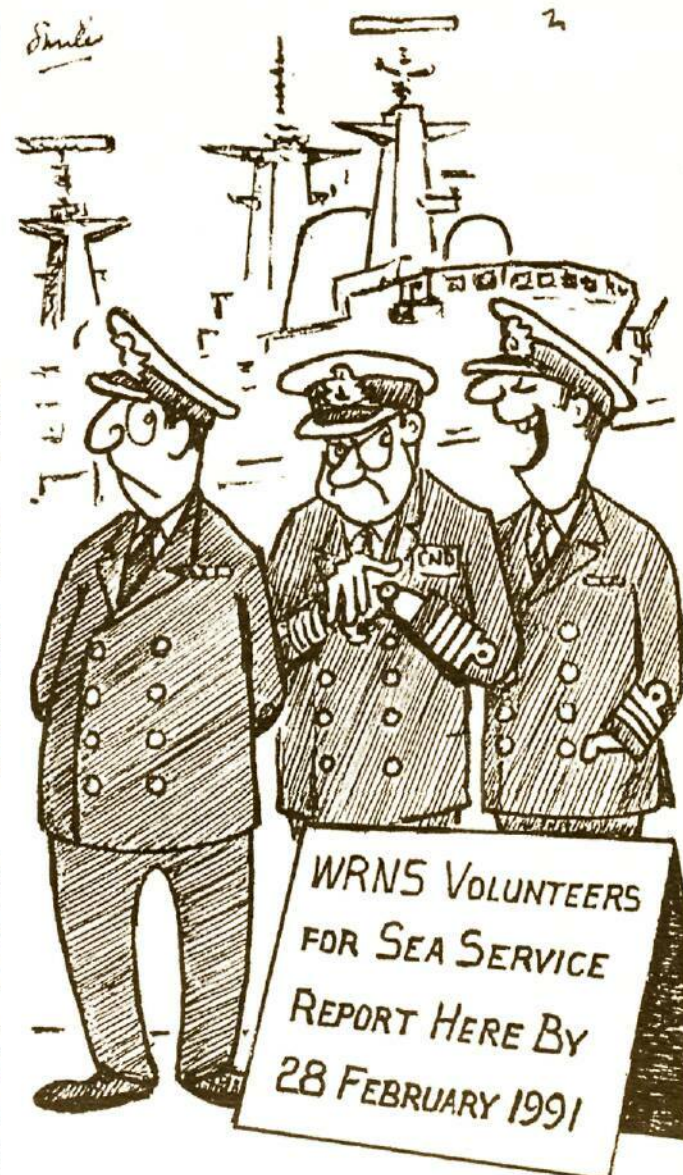
Mindful that some Wrens may not have made any firm decision when the first volunteers were called for, MODUK Navy has given all Wrens who joined the Service before September 1990 another opportunity to volunteer for sea service.

Those Wrens who wish to volunteer will be aware of the February 28, 1991, deadline — although it is still possible to volunteer after this date acceptance for sea service will depend upon the requirement.

Since September 1990, Wrens have joined with a commitment to sea service and Drafty, with the assistance of the training establishments, is currently planning the first sea drafts for these Wrens.

After completing the same training as the males, they will join their first ships with the minimum of delay. However, joining dates are dependant upon accommodation conversion programmes and some Wrens may have to fill a shore billet until such time as their ship is converted.

First sea draft Wrens are planned to join Juno, Invincible, Brazen, Beaver, Fearless and Sirius.



"How about a chorus of 'There was I — waiting at the church?'"





# Itchen to get the job done

ONE of a series of 12 River class minesweepers built by Richards Shipyards at Lowestoft and Great Yarmouth, HMS Itchen was launched by her sponsor, Lady Cadell, at Lowestoft on October 30, 1984.

She was commissioned at Southampton almost a year later and allocated to Solent Division Royal Naval Reserve as training tender; a member of the 10th Mine Countermeasures Squadron.

The RNR is under the command and control of the Commander-in-Chief Naval Home Command, Portsmouth. There are 30 reserve training centres around the UK, consisting of 11 Divisions (or Sea Training Centres): Tay, Forth, Tyne, Sussex, Solent, London, Severn, South Wales, Mersey, Clyde and Ulster.

A Division is primarily a coastal training centre with its own headquarters, minesweeper and patrol craft. Here reservists undergo basic naval training both in the classroom and at sea, before starting their specialist branch training.

## Supported

In addition to these Divisions there are 12 inland training centres which specialise in naval communications but also train in other skills. The RNR also has six Headquarters Units, based at naval shore HQs, where naval and NATO exercises are planned and controlled. They are staffed by Royal Naval personnel and supported by trained reservists.

The RNR undertakes a wide variety of sea-going and shore duties. Specialisations range from communications to port divers and from dental officers to intelligence, with much in between.

The RNR's principal sea-going task is mine countermeasures and it is for this purpose that it has its own squadron of 11 minesweepers (the twelfth ship in the class, HMS Blackwater, is operated by a Royal Navy company and is a member of the Fishery Protection Squadron).

HMS Itchen was purpose built to carry out Deep Armed

Team Sweeping (DATS) in company with similar ships.

In line with approval for the WRNS to serve at sea, WRNR officers and ratings are also included. Entry or transfer to a seagoing branch will give WRNR personnel access to a full career at sea, including the chance of sea command for WRNR executive branch officers.

As well as its minecountermeasures work, the RNR at sea assists the Royal Navy in a variety of offshore tasks, provides crews for ships taken up from trade (STUFT), provides Royal Naval training for officers of the Merchant Navy, and defends ports and anchorages.

HMS Itchen has a ship's company of 30, comprising seven officers, seven senior ratings and 16 junior ratings. She displaces 780 tonnes, and is 47.6m long, 10.5m in beam and has a draught of 3.1m.

She is powered by two Ruston 6-RKCM diesels, each developing 1,520 bhp. Capable of 14 knots, she has a range of 4,500 miles at ten knots and a 5.5 tonne towrope pull at 13 knots.

Steel hulled for deep team sweeping, she is equipped with BAJ Wire Sweep Mk 9 EDATS. She has two Racal Decca TM 1226C navigation radars; 1 band; range 88km (48nm). And she is armed with a Bofors 40mm gun.

Pictured above right is HMS Itchen, the River class minesweeper operated by the Solent Division of the Royal Naval Reserve. Two other Royal Navy ships have borne the name — or three counting Thomas Haggerty, a Strath type trawler renamed Itchen for Admiralty service 1920-26. In that year she was sold and rechristened River Endrick, later serving in the Second World War with another change of name as the Mary A. Purdy.



## ONLY THREE SURVIVE ATTACK BY U-BOATS

FIRST HMS Itchen was a destroyer of 550 tons launched in 1903. Armed with four 12-pounder guns and three 18 inch torpedo tubes, she was capable of 25-and-a-half knots. During the early part of the First World War she was in the 9th Torpedo Boom Defence Flotilla, operating off the north east coast on escort and minesweeping duties.

From September 1915 to May 1916 she served in the 7th Flotilla and continued to operate in the North Sea. HMS Itchen joined the East Coast Convoy Flotilla in June 1916 and was sunk by enemy submarine action (U99) on July 6 1917.

The next ship to bear the name HMS Itchen was a frigate which, after being launched in July 1942, was ready for service in February 1943. She served on escort duty to and from North America until August, when she was assigned to the 9th Escort Group.

HMS Itchen was engaged between September 19th and 23rd in escorting Convoy ONS 18, which repeatedly came under U-boat attack. She rescued survivors from her torpedoed consorts, HMCS St Croix and HMS Polyantus, before she herself was torpedoed and sunk. Of her own ship's company and the survivors she had picked up, only three were rescued.

Battle honour: Atlantic 1943.

## FACTS & FIGURES

Length overall: 47.6m.  
Beam: 10.5m. Draft: 3.1m.  
Displacement: 780 tonnes.  
Engines: Two Ruston 6-RKCM-type, each developing 1,520bhp. Speed: 14 knots. Towrope pull: 5.5 tonnes at 13 knots. Complement: seven officers, seven senior ratings and 16 junior ratings.

SHIP's badge of HMS Itchen (top) represents a river flowing through the centre of Hampshire and is described heraldically as "on a rose gules barbed vert, a roundel argent, charged with a fess wavy azure".

## Photo Postcards

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Only postcards of ships listed here are available

Abdiel (1968, 1980), Achéron, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Anglesey, Antelope, Antrim, Apollo (last minelayer), Apollo (frigate 1972, 1975, 1985), Archer class (Example and Explorer), Ardent, Arethusa (1970, 1977), Argonaut (1972, 1980), Argus, Ariadne (1973, 1985, 1990), Ark Royal (strike carrier 1955, 1970), Ark Royal (1986), Ark Royal and Illustrious (one card), Armada, Arrow (1977, 1989), Atherstone Ashanti (1972, 1975), Auriga, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battelle, Beagle, Beaver, Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, mod. 1, 1983), Biddleston, Birmingham (1977, 1982, 1987), Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974, 1990), Broadsword (destroyer 1962), Broadsword (frigate 1979), Brocklesby, Bronington, Bulldog (1973, 1990), Bulwark (1955, 1979).

Cachlot, Cambrian, Campbelltown, Camperdown, Caprice, Cardiff (1980, 1989), Carron (destroyer 1960), Carron (minesweeper 1985), Carysfort, Cattistock, Cava-

lier, Centaur, Challenger, Charybdis (1971, 1983), Chatham, Chevron, Chichester (pre-mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1988), Conqueror (1972, 1989), Cornwall, Corunna (pre-mod, mod), Cottesmore, Courageous (1973, 1987), Coventry (1979, 1989), Cumberland (1957, 1989), Cygnet (1978, 1988).

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1979), Diamond, Diana, Dido (1955, 1979), Diomedea, Dreadnought, Duchess, Dulverton, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977, 1988), Engadine, Eskimo, Euryalus (1976, 1985), Excalibur, Exeter, Explorer, Exmouth.

Falklands Island Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982, 1990), Fife (1967, 1982), Finwhale, First Fast Training Boat Squadron (HM Ships Cutless, Sabre, Scimitar on one card), Fort Austin, Fort Grange, Forth.

Galatea (1968, 1984), Gambia, Girdleness, Glamorgan (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Glasserton, Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecla, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM Ships Wolverton, Beachampton, Wasperton, Yarrington, Monkton on one card), Hubberton, Hurworth, Hydra.

Illustrious, Intrepid (1968, 1979, 1990), Invincible (1981, 1989), Itchen, Jaguar, Jersey (1977, 1988), Juno (1970, 1986, 1990), Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston, Layburn, Leander (pre-mod, mod.), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Kilisport, Loch Lomond, Lofoten, London (1964, 1980, 1987), Londonderry (1968, 1980), Lowestoft (1964,

1982), Lyness, Lynx (1957, mod. 1, mod. 2), Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Minerva (1968, 1979), Mohawk, Mounts Bay, Murray.

Naiad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk (1970, 1990), Nottingham, Nubian.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (pre-mod., 1984), Olwen, Onslaught, Onyx, Opposum (1977, 1989), Opportune, Oracle, Orkney, Orpheus, Osiris (1965, 1988), Otter, Otus (early and 1975).

Pallister, Peacock, Penelope (1971, 1982), Peterel and Sandpiper (one card), Phoebe (1972, 1978), Plymouth (1953, mod. 1, mod. 2), Pollington, Porpoise (1959, 1979), Protector, Puma, Quorn.

Raleigh Inshore Squadron (Manly, Mentor, Millbrook on one postcard), Rapid, Reclaim (1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyl, Roebuck (1965, 1987), Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (1957, mod.), Sandown, Sandpiper and Peterel (one card), Scarborough, Sceptre, Scorpion, Scylla (1962, 1984, 1991), Sealion (1962, 1984), Sheffield (cruiser), Sheffield (destroyer), Sheffield (1988), Shetland, Shoulton, Sidsham, Sir Galahad, Sir Geraint, Sirius (1968, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign (1976, 1990), Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb (1977, 1988), Swiftsure.

Taciturn, Talent (1958, 1990), Tartar (1964, 1974, 1982), Tenacity, Tenby, Thebeus, Tidepool, Tidesurge, Tiger (1959, 1973), Tireless, Token, Torbay, Torquay (1960, 1976), Trafalgar, Trenchant, Triumph, Trowbridge, Trumpp, Turbulent, Tyne.

Ulster, Undaunted, Undine, Upholder, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful (frigate), Wakeful (submarine tender), Walrus (early, 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton, Woolaston, Yarmouth, York, Zest, Zulu (1966, 1982).



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| <input type="checkbox"/> 10 Pink Carnations £11.90 | <input type="checkbox"/> De Luxe Mixture £21.40     |

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## Norman makes an offer - and then says no

I THOUGHT your readers would be interested to hear about the refusal I had when I applied for a savings/death benefit scheme with the Sun Alliance Company, because "of the situation in the Gulf".

### Sole searching exercise

AS a member of the policy section in DGST(N) concerned with RN uniform matters, may I respond to the letter "A shoe we don't take a shine to" (December).

We are aware of certain shortcomings attributed to the ratings' DMS shoe and an investigation into the possibility of improving its performance has been in progress for some time.

#### More durable

Its purpose is to identify a more durable sole compound with good slip resistance and non-marking properties that would enable the shoe to be worn safely in dry and wet conditions ashore and, where permissible, on board ship.

When identified/developed, the improved sole compound will undergo an acceptance trial and its introduction will be subject to RN approval. — M. J. Bishop, MOD, Ensligh, Bath.

This firm, just like many others no doubt, has consistently pestered me with junk mail for various insurance plans for well over five years, often directed to Service addresses.

I finally gave in to what I thought was a good long-term plan — but now the situation has changed. I hope that your readers serving and watching the "situation in the Gulf" will review their situations once things have finally been resolved.

By the way, my wife's application read "Happy New Year." No thanks! — I. A. Wrightson, Sub Lieut. Fleet Photographic Unit, Portsmouth.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**



## Gulf squadron's desert originals

WITH the reforming of 848 Squadron and its subsequent posting to the Gulf, I thought you might like to hear something about the original formation of 848 Squadron.

In 1958, as a Leading Airman, I was part of the forming of 848 Squadron at HMS Ariel, Worthy Down, Winchester. In the mid '50s HMS Bulwark had a major refit and was converted to a commando carrier and 848 Squadron was formed to equip her.

The squadron had Whirlwind helicopters, and I was among the first dozen or so personnel sent to receive them as they flew in to Worthy Down from the manufacturers.

The main task of the helicopters was to take men and their equipment directly and quickly to any trouble spot — in this instance the men were from 42 Commando Brigade and a detachment of Gurkhas. At that time this was a new concept in modern warfare.

After initial "shake down" and techniques has been worked out at Worthy Down our first training was in the deserts of Libya — and Kuwait.

Good luck lads, and keep your heads down. — Jim Cook, Ex-LA, Common Moor Village, near Liskeard, Cornwall.

● Above — Whirlwinds of 848 Squadron operating over the desert.

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### THE CARD OF THE MOMENT

Written quotation on request



# Sweet and sour over China Club

REGARDING "A bone to pick with China" (January), I hope CPO from Hong Kong will be satisfied with the excellent explanation provided by Vice-Admiral Sir Robert Gerken.

I am surprised your correspondent is so opposed to having officers as Associate members, yet is quite content to have local civilian personnel.

One should not lose sight of the fact that the wealth of the China Fleet Club in Hong Kong originated in that old club on the waterfront. A very long time ago I was a Committee member of that club and recall much wise guidance and counsel was provided by a limited number of officers, among whom was the Base Supply Officer (the financial expert). Presumably the Base Supply Officer of the day would have played his part in negotiations which led up to the move from old to new.

Additionally, it should not be forgotten that a large number of today's officers (active and retired) started their careers as ratings and doubtless contributed to the wealth of the club when passing through the port. It is because of this that I believe the priorities for Associate membership with officers forming up after ratings but before non-Service personnel is correct.

For my part, even though I have roots in Cornwall, I will not be applying for membership but I do see the project as one to be very proud of and a living memorial to all those men (officers as well as ratings) who founded the club in the first instance, nurtured it and passed it down through the years until it reached the very healthy financial position it is now in.

To a lesser degree it should also serve to remind us that from time to time we did have a very large China Fleet. — **Jack Sheppard**, Southsea, Hants.

□ □ □

I SERVED in Hong Kong as a member of 3RSRM, and also served as the squadron's representative on the China Fleet Club's General and House Committees for 18 months.

During that time I voted for the sale of the Hong Kong building, the proceeds of which are now financing the CFCC at Saltash, which I also voted for on behalf of 3RSRM, having assured the "lower deck" ranks that the new club would continue its predecessors' policy of no officers, except those who had gone up through the ranks.

Statements I had heard in Hong Kong led me to believe this would be the recommendation.

When every rating is invited to the Wardroom/Officers Mess on a regular basis, then we should open the doors of the club to every member of the Fleet regardless of rank. To say I feel let down by the actions of the current committee is putting it mildly.

Finally, as an ex-Royal who is now struggling to keep his head financially above water, a charge of £100 puts the club safely out of my reach, and no doubt out of the reach of many others in a similar situation — but probably not the ex-officer whose application will be granted due to lack of applications from ex-ratings whose coffers are not as flush as hoped.

I would have thought that an honorary membership would have been offered to ex-Full members, with only voting

rights removed.

I have enclosed the signatures of a few serving and ex-Royal Marines whose feelings are much the same as mine. — **L. McCarthy**, Ex-CPL, Royal Marines, Keyham, Plymouth. (Twelve other signatures are added).

## GOLF REPORT

HAVING returned to my home in the Portsmouth area for leave, I attempted to use the excellent facilities at Southwick Park for a game of golf.

On arrival at the centre I found it was necessary to pre-book a time, and that the course was fully booked. I was offered the consolation of waiting to see if someone failed to turn up for their booking.

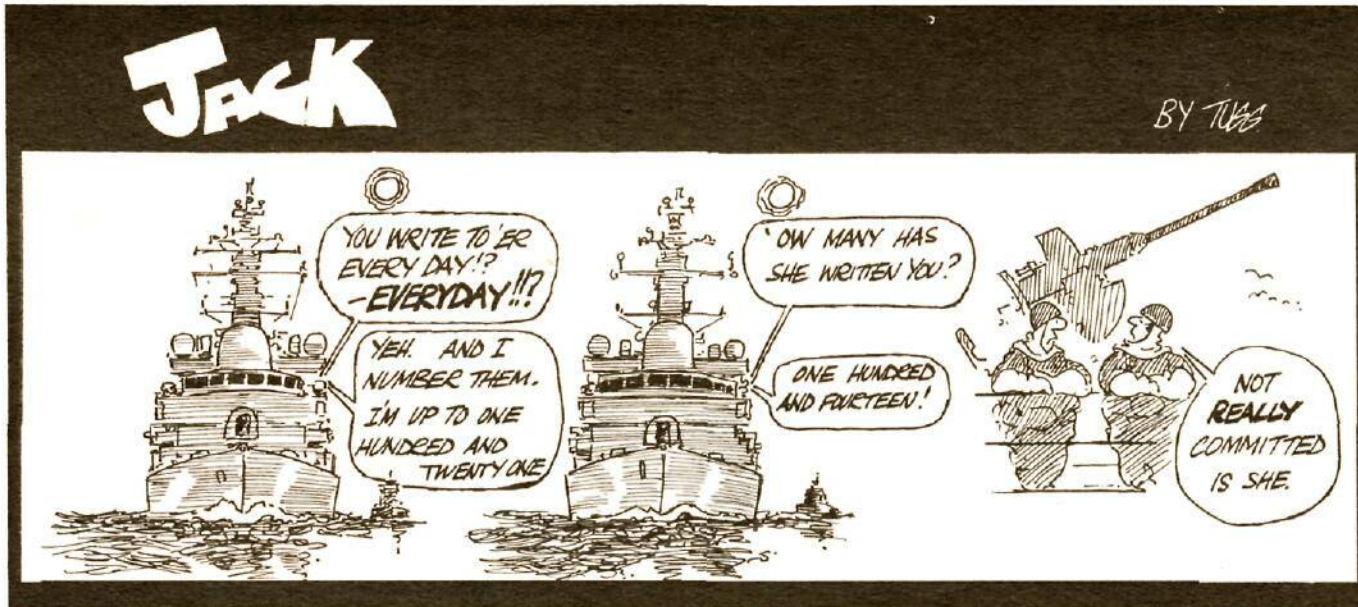
I also tried to book for the following week, only to find it was solidly booked "but I could turn up and hope for a cancellation, if I wished." These requests were made for a winter morning on days when no ship matches were booked — hardly peak period.

I eventually got my game of golf through a cancellation, and

FOLLOWING my letter (January), I have had many abusive phone calls on my interpretation of Full membership of the Royal Naval Association.

I would like to emphasise that neither I nor Headquarters staff determine the policy of membership but read the Royal Charter which dictates the rules. The question of RNXS personnel, and indeed officers of the SCC(RNR), has been raised at annual conference, with a view of the membership of the RNA recommending a change, on many occasions and been rejected.

Aux. Capt. Michael Hare's letter (February) states that "existing personnel will shortly be signing... while future members will sign on joining." It surely follows that my origi-



## Letters



# No fairway leeway?

## When sparks flew at Roedean

IT WAS reported in your January edition that Roedean School at Brighton was used as a planning and intelligence centre during the Second World War.

That may be true, but it will be remembered by many hundreds of Royal Navy personnel as the training school for Electrical Artificers — in conjunction with St. Dunstan's.

The six-month course included theoretical and practical training in electrical low power and high power, gyro compass, torpedoes, depth charges and firing circuits for guns, torpedoes and depth charges.

The general electrical training was based on the older type battleships and cruisers — but nevertheless quite comprehensive. On completion of my course, I was posted to a new destroyer! — **J.R.B. Hinton**, Ex-HMS Scourge, Sherborne, Dorset.

## Walking tour

Last November, when attending the Royal Navy Salon Culinaire at HMS Nelson, I had the pleasure of being shown around Whale Island — walking. That was something never allowed in the old days, when it was always "at the double" everywhere!

My connection with the Navy has never been completely severed I still serve as a supplier of cooks' and chefs' knives. — **Jack Davies**, Rainham, Gillingham, Kent.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**

tarried in the clubhouse to discuss the missed putt, only to find that of the 40-plus occupants only two — my partner and I — were currently serving in the Royal Navy. The remainder were elderly — some ex-RN, others not — but there was also a smattering of younger businessmen, who seemed quite at home in my club.

I wonder what is the percentage of non-serving members of the club, what restrictions there are on non-Service personnel

using the facilities on a casual basis, and how many civilian societies use the facilities.

Does the "pre-booking" system restrict the opportunist golfer (the Serviceman whose ship is unexpectedly alongside or whose make and mend has just materialised)? It appears to me that booking favours the civilian or the "stable" Serviceman, who is also probably a member of the club.

So does the Serviceman want a "super dooper" facility that is

difficult to use — or would they rather have somewhere that provides an adequate but available break from the rigours of Service life? — **R. D. Coupe**, Lieut.-Cdr., Hants.

● SPNRC was offered the opportunity to answer the points raised but, although claiming "inaccuracies," declined to comment. They invited the correspondent to contact the manager or write to the chairman.

# Anger at 'not part of Naval Forces' line

part of our Naval Forces. — **Hugh Mair**, Assistant Secretary, Royal Naval Association, London.

□ □ □

AS AN ex-serving member of the Royal Navy, a Full member of the Royal Naval Association and currently an Auxiliary officer (NCS), Royal Naval Auxiliary Service, I — and I feel sure the majority of the 3,000-odd serving members of the RNXS — take exception to remarks in the explanation (January) for the reasons the RNXS cannot become members of the RNA.

Mr. Mair should visit a Port Headquarters during a NATO or national exercise, and will find that around 85 per cent of the PHQ is manned by the RNXS under the command of an RN Captain, with an RN Operations Officer, and working alongside RNR officers of all ranks.

RNXS officers trained in Naval Control of Shipping, exactly the same as their RNR counterparts, stand watches on an equal basis as Duty Officers in the Operations Room with RNR Lieutenant-Commanders and Lieutenants.

He would also find Auxiliary vessels being used for officers to board merchant vessels and fast patrol craft, manned in total by the RNXS from the skipper downwards, tasked with carrying armed RN parties for defence of ports and anchorages.

The RNXS has at the top of its command a serving RN Captain and its task is "to support the Royal Navy in its Port

Headquarters Organisation." If we are "not part of the Naval Forces of the country" why is it that countless Flag Officers tell us that the RN, and presumably the country, could not operate the PHQ organisation without us?

It is true that at the moment we do not have the same "Call up" status as the RN or RNR, but as has been shown in past conflicts, if an emergency or war occurs the trained volunteer will be the first to answer the call.

Whether the RNA considers the RNXS worthy of full membership of their organisation or not is entirely up to them. But the RNXS is a loyal and proud Service. — **J. E. S. McBurney**, Hatfield Peverel, Chelmsford.

## Royal Arthur was a holiday camp

REGARDING "Last course for Royal Arthur" (February), surely Butlins holiday camp, Skegness was taken over by the RN at the outbreak of war in 1939 and was handed back after hostilities.

HMS Royal Arthur was the name given to Butlins in 1939 and it was still that in March 1943 when I and many others went there for basic training and kitting-out. Was Excalibur also at the same establishment?

The Royal Arthur Association, open to all who served from 1939 onwards, is holding its fourth annual reunion at Skegness from April 25-28 1991, when the association will be receiving a Charter of Friendship from Skegness.

All RAs will be welcome — details from Ben Harris, 22 Well Terrace, Clitheroe, Lancs, BB7 2AD. — **A. Howe**, Headcorn, Ashford, Kent.

● Thanks to several other correspondents who wrote on this subject. Mr. Leslie Harris, of Storrington, West Sussex, points out that HMS Excalibur was at Alsager in Cheshire.



No. 440 37th year

Editorial and Business address: Barham Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

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Business (advertising, distribution and accounts): 0705-822351 ext. 24226

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# All present and correct

WITH a census of the whole population of the UK to be taken as at midnight on Sunday/Monday April 21/22, all eligible Service personnel are to be included.

Spelt out are the full arrangements for enumeration of individuals on the strength of units in England, Wales and Scotland and on board HM ships, RFAs and RMAF vessels in UK ports or UK territorial waters on night of April 21/22.

Separate instructions are being issued concerning Northern Ireland.

Census liaison officers are to be appointed by each Service on a Command or District basis to coordinate with the census authorities the arrangements for enumeration of married quarters. Supplies of census forms will be distributed to

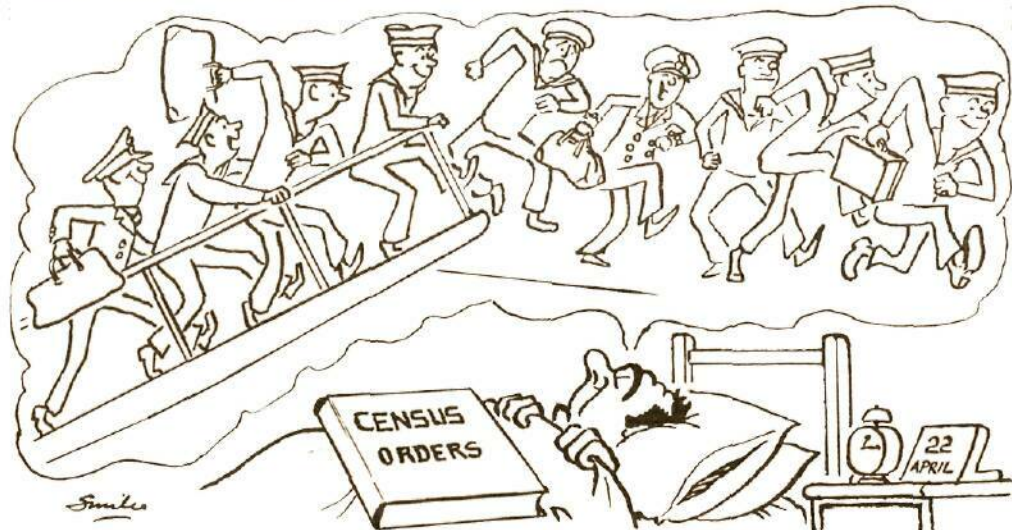
all ships and establishments involved.

Preparations of lists of names may start in advance of the census, but where this is done the listings have to be brought up to date to agree with the actual position on census night.

There is to be special care concerning people returning from weekend leave on Monday morning April 22. Commanding officers are to check whether the person was shown as "present" on a census form at the place where he or she had been on the previous night. If not, his or her name and particulars are to be included with the other members of the unit.

The announcement also mentions that information contained in completed census forms is to be treated in strict confidence.

DCI(JS) 1/91



## Get Wise on DCIs

### Children a speciality

THE Service Children's Education Authority (SCEA) provides an advisory service for Service parents of children with special educational needs. Outlined is the scope of this service.

For information or advice on special educational needs, contact should be made with SCEA, 1b, HQ DAED, Court Road, Eltham, London, SE9 5NR.

DCI(JS) 9/91

### Young are the best advert

IN THE present recruiting climate when the Director of Naval Recruiting has to use all available resources to maximum effect to attract the right calibre of people for the Naval Service, a greater dependence falls on use of the young sailor, Wren or Marine.

DNR has always called for volunteers to man the Careers Information Offices around the country and for 1991 volunteers are sought to serve with the Naval Careers Service, for periods of up to three months, from HM ships in home waters or refitting in UK ports, Service establishments and RM units. No reliefs will be provided.

Ideally they should be Leading, Able or Ordinary Rate of any branch or category or Royal Marines of any SQ. Specially recommended senior rates RN/WRNS and SNCOs Royal Marines under 30 may be considered.

Because it is becoming increasingly difficult to spare ratings, particularly senior ratings, for the full three months, shorter periods on attachment are also welcome.

The announcement provides details of the requirements, duties, dates and areas. Where possible, personnel selected will serve at an RN or RM Careers Information Office in or near their home cities or towns.

DCI(RN) 305/90

### MQs still on offer

THE scheme for sale of surplus married quarters at discounted prices to Service personnel has now been running for about seven years.

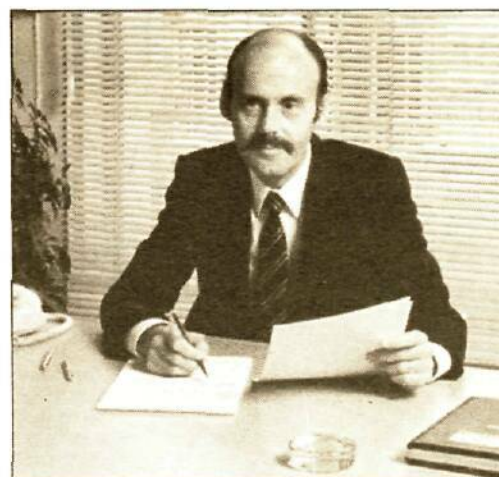
An announcement describes fully the current operation of the scheme, including eligibility and application and selection methods.

It also mentions that the RN-RM Long Service Advance of Pay Scheme may be used to assist with purchase of surplus married quarters under this scheme.

DCI(JS) 13/91

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

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## Get Wise on DCIs

### LIFE-SAVING VIDEOS

ABOUT 1,000 people die each year in and around the coast of Britain — some in the first few seconds after they have fallen into the water, others after their bodies have cooled in the chilly water, and a few after they have been rescued.

A new training video "Cold Water Casualty," produced for the Royal Navy by the Institute of Naval Medicine, with the SSSVC, examines the effect on the human body when immersed in cold water; explains how to overcome these effects, where possible; and discusses the first aid measures required to save lives.

The new video is described as essential viewing for all who could at some time become an immersed casualty or be involved in the rescue of

immersed casualties. It is suitable for those with a basic knowledge of first aid, including resuscitation.

DCI(RN) 13/91

#### Heart of the matter

THE instructional video films "Don't Just Stand There" and "Advanced Techniques for Cardio Pulmonary Resuscitation", produced by the British Heart Foundation, are to be adopted for use by the Royal Navy.

"Don't Just Stand There" will replace the present RN training video "ABC of CPR."

DCI(RN) 12/91

# Don't ditch gash!

THE range of activity of MOD means that virtually all environmental issues are involved in some way.

Some military activity has unavoidable adverse environmental effects which makes it all the more important that every step is taken to ensure that where it is possible for MOD to have a good environmental record, that this is the case.

#### Challenge

Environmental requirements and expectations will continue to increase, says an announcement which describes how the department is responding to the environmental challenge in terms of broad policy and outlines its intended organisation for the protection of the environment.

The policy is to strive to go beyond the legal requirements and take action to protect the environment wherever this can be done within operational and financial constraints.

The announcement refers to four specific issues: Maritime pollution, noise and smoke nuisances, waste minimisation, and recycling.

#### Recycling

On recycling it says that schemes for collecting and recycling domestic and office waste, such as paper collections, bottle and can banks and ragbags, are to be encouraged. But care should be taken to ensure that any saleable hazardous material is disposed of responsibly in line with Service regulations to an accredited hazardous waste contractor.

DCI(Gen) 1/91

## D'you hear there?

THE INSTITUTE of Naval Medicine, with the Services Sound and Vision Corporation, have produced a new training video to promote hearing conservation and the use of hearing protectors throughout MOD(Navy).

Lasting 12 minutes, it replaces "Dangerous Noise" (Parts 1 and 2) and "Let Him Hear" and will be distributed to ships, establishments and units.

Additional information on hearing protectors is available in the form of leaflets.

DCI(Gen) 11/91

## Award for the investigator

THE Sir James Martin Award, presented annually by the Guild of Air Pilots and Air Navigators, has been awarded for 1989-90 to Lieut-Cdr. Paul Barton, head of the Royal Navy's Aircraft Accident Investigation unit, based at HMS Daedalus.

The award is for outstanding and practical contribution to aerospace leading to the safer operation of aircraft or space vehicles, or the enhanced survival of aircrews or passengers.

It may also be awarded to a person who has performed an outstanding act in the air or on the ground connected with the survival of aerospace crews, passengers or aircraft, and which can be supported by some positive follow-up action leading to the safer operation of aircraft or space vehicles, or the enhanced survival of aircrew or passengers.

Nominations for the 1991 award have to be received by April 3.

DCI(RN) 5/91

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# People in the News



## RETURN OF THE JOLLY ROGER

MEMBER of the ship's company of the wartime submarine HMS Uproar, Mr Gus Britton, now an archivist at the RN Submarine Museum, Gosport, salvaged the Jolly Roger and presented it to his old school, the Royal Hospital School, Holbrook.

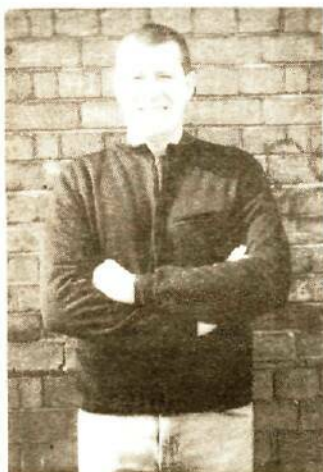
Forty years on, the flag has been presented to the museum. Gus, pictured second from left standing, accepted it during an open day at HMS Dolphin.

Cadets from units around the country attended, including four from the Royal Hospital School. They were Robert Read and Ben Collins, standing either side of Gus, and Nick Goss and Jonathan Lansley squatting down.

(With them is Lieut.-Cdr. Robin Leir-Nicholson, commanding officer of Milton Abbey School CCF.)

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# Commendations all round for a trio of submariners

AB(S)(SM) Jeff Crawford of HMS Revenge was quickly on the scene — donning his immersion suit as he came — after learning that cries for help had been heard from beneath the jetty at Faslane, where his submarine was berthed.

On the order Jeff took the plunge and swam 20m in choppy waters and a strong tide to locate a very frightened policewoman, clinging to a pylon in the dark.

## Reassurance

WPC May Kelly was suffering from extensive bruising and the onset of hypothermia. Having reassured her, Jeff swam the WPC back to the submarine and safety.

His courage has been recognised with the award of the Commander-in-Chief's commendation. He is pictured receiving it from Commodore Tom Blackburn.



LIEUT.-CDR. Chris Leggett has been awarded Flag Officer Submarine's Commendation for his work as Technical Repair Officer at the Clyde Submarine Base.

The award was made in recognition of his "outstanding leadership and unselfish commitment" and his development of new techniques in engineering management and project planning which allowed maximum operational readiness of the submarines in his charge.

Presentation of the award was made by Captain SM10, Capt. Mike Gregory, in HMS Repulse, where Chris is now serving as Deputy MEO.



WHILE on leave in Orkney, LMEM(L) Hamish Foulis saved the life of a boy who had been swept off a pier into the sea.

Hamish said nothing about the incident and it wasn't until his commanding officer on board HMS Opossum received a letter from the Royal Humane Society that the rescue came to light.

CO Lieut.-Cdr. Steve Upright presented the Society's Certificate of Commendation to the modest Hamish when the Opossum called in at Singapore on her round-the-world tour.

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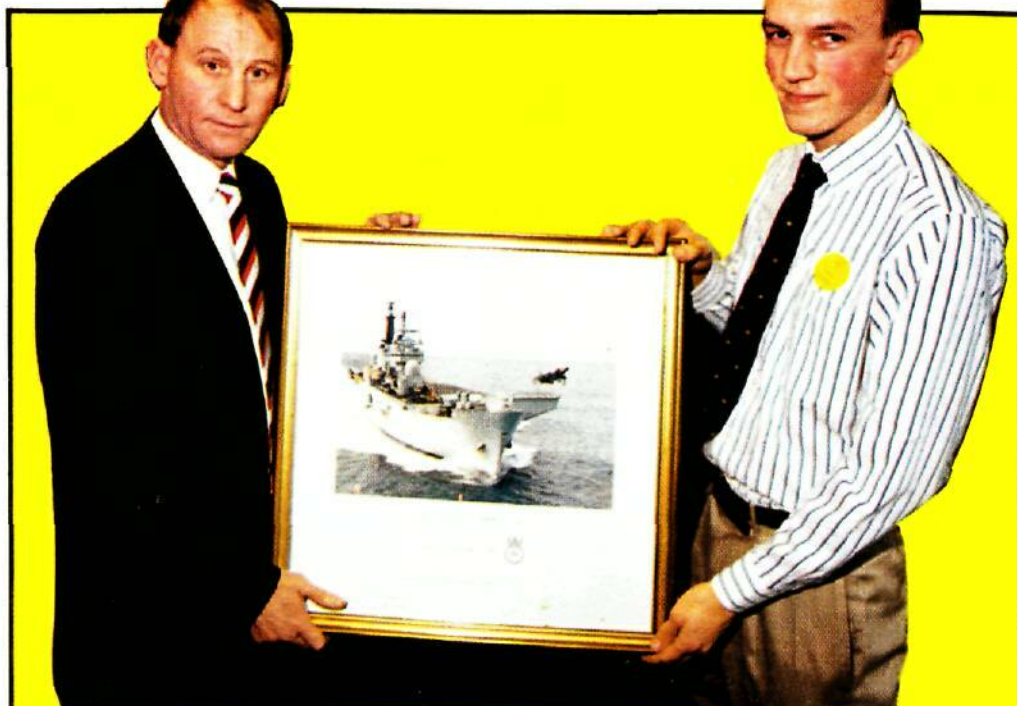
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# People in the News



## AFFILIATION TAKES OFF

RADIO Operator Paul Gerry of HMS Invincible presented a framed photograph of the carrier, signed by her commanding officer, Capt John Tolhurst, to Mr Denis Smith, manager of Sunderland Football

Club.

HMS Invincible paid a very successful five-day visit to Sunderland last summer. She has close ties with the region, being affiliated to the city of Durham.

## Paramedics, Writers & Revenge...

HMS Forward, the Royal Naval Reserve Communications Training Centre in Birmingham, boasts the first RNR ratings in the UK to achieve the Medical Support Assistant qualification.

They are LALMSAQ Wendy Roberts and MSAQs Lisa Maloney, Karen Benson and Karen Jarvis. All have completed a tough three-year course to qualify as paramedics and could now be sent to the Gulf

□ □ □

Writers and ex-Writers gathered at HMS Raleigh to see WrenWtr Jenny Ingram collect the Writer of the Year Award.

Any current or former members of the branch living in the South West who would like to know about future events should contact Don McGeorge, Central Fund Treasurer, HMS Raleigh (ext. 41274).

□ □ □

Fifty years on four members of 16 Mess, HMS Revenge, (1939-41) are still going strong and in regular correspondence. Former ABs Cain, Powell, Woods and Prince would like to know if this is a record...



## RARE BIRDS BY GEORGE!

PARTIES don't come much more exclusive than champagne receptions for officers currently serving at HMS Collingwood who joined the Royal Navy in the reign of King George VI...

But two guests did turn up to share the fizz: Lieut.-Cdr. Mike Collingwood and Lieut.-Cdr. Brian Calen both signed on as artificer apprentices on the same day 41 years ago.

Mike (left) is programmes group officer at Collingwood, the Navy's Weapon Engineering School, and Brian is the officer-in-charge of the shore telecommunications maintenance authority.



## Marine assails Navy bastion

MNE PAUL Stathers is believed to be the first Royal to attempt and pass the Boatswain's Yeoman Course.

An assault engineer currently serving as a member of HMS Invincible's Royal Marines detachment, Paul will now be employed as the boatswain's yeoman in addition to his normal detachment duties.

He is pictured receiving his certificate from Capt. John Tolhurst, the commanding officer.

## Nostalgic day trip

HASN'T the old place changed? Mr Victor Anderson of Lynn found a great deal to interest him when he spent the day at HMS Collingwood, nearly half a century after undergoing wartime training there.

His guided tour brought memories flooding back, not least in the museum, with its wartime artefacts on show. His day out also included a VIP seat for the end of term ceremonial divisions.

## PO level Inglis



APPROACHING the end of a two-year tour in Canada, where she has been employed in the tactical trainer at the Canadian Navy Fleet School, LWren Fiona Inglis was promoted to petty officer.

Her PO's shoulder badges were presented to her by Cdr.(CN) Richard Neveu, her commanding officer at the Canadian Forces Combat Division in Halifax, Nova Scotia.

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## Burdens shared

FATHER and son, CPOWEM(R) Peter Burden and LWEM(R) Antony Burden, work shoulder to shoulder as members of HMS Carron's weapons engineering department.

As fellow members of Blue crew on board Severn Division RNR's River class minesweeper, they consider the Royal Naval Reserve does well out of the Burden family as a whole — Peter's daughter Lorna is training to become a port diver and two sets of cousins have in the past trained at HMS Flying Fox, the RNR shore establishment at Bristol, as members of the operations and technical branches.

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# Gulf ships under canvas

**CENTURIES-old seamanship skills are being used to counter the threat of chemical attack in the Gulf. On board the high-tech warships of the Royal Navy Task Group they rely as much on the products of canvas and thread as ever they did — but for a different reason.**

When the ship's company retire to their inner protective citadel every item on deck something nasty might leak into has to have its own tailor-made cover.

"There is still an awful lot of canvas work that needs to be done on board ships today, with protection for outboard motors, boats, winches, drum reels and so on," says Lieut.-Cdr Robin Norris, the Staff Officer Seamanship.

"Afterwards it makes the job of hosing away any lingering contamination a lot easier — and it's a typical example of traditional skills allied to modern warfare."

## Skills in danger

Realisation that some of those skills might be endangered dawned in the late 1970s — Lieut.-Cdr Norris remembers a national newspaper article claiming that sailors were no longer even capable of operating ships' boats — and led to the formation of a specialist seamanship branch in 1980.

"There WAS a decline and it shouldn't have happened. But because modern warfare was taking off so many people to operate the weapon systems and communications and so on, seamanship took second place.

"Now I believe it is coming back to the fore where everybody, but everybody, must have these skills at their fingertips."

Since 1980 the lead Seamanship School has been based at HMS Nelson (Gunwharf — formerly HMS Vernon) having formerly had its home first at the old Victory Barracks and

then at Flat House Quay, Portsmouth.

This month it breaks a 45-year link with the city by moving to HMS Raleigh, the new entry training establishment at Torpoint, with a new name signifying its now solo status as the Royal Naval School of Seamanship.

The Royal Navy's sole remaining sailmaker will move with it. CPO Brian Humphreys has long been in big demand throughout the Service for his artistry with ceremonial and decorative covers and awnings — but now he is kept busy passing on his knowledge to the young bosun yeomen who help carry out seamanship duties on board major units of the Fleet.

"When we finally lose him it will certainly be the end of an era — unless someone else comes by," Lieut.-Cdr Norris admits. "Brian isn't even a seaman specialist — he was an underwater weapons man to start with.

"But otherwise the branch is actually expanding. There are about 360 of us now as against about two thirds of that number three or four years ago and the idea is that every big ship will have a specialist senior rate, two leading seamen and a bosun's yeoman ADQUAL.

## War vessels

"We are now looking to putting them into the minor war vessels, although obviously they cannot take the number we would like them to have — unfortunately it becomes a question of bunks versus expertise."

Today heavy emphasis in training the seaman specialist is placed on replenishment at sea. 'RASing' is more than ever vi-



● Demonstrating their skills with needle and thread are, from left, ABs Padgett and Bates, course instructor CPO Brian Humphreys, LS Roper, AB McAllister, LS Jones, PO Sankey and AB Powell.

tal to a warship's operation when stationed far from home and cannot be left in hands of the layman.

"After all, the engineers can only drive the ship until it runs out of fuel — and it is a seamanship evolution that provides it."

The seaman is also a key man in survival at sea — in firefighting, damage and disaster control, the towing of disabled ships and all the other emergency cases of life afloat.

To help him, technology has also entered the realm of ships' boats in recent years. Where the old wooden/fibre glass whalers were so slow that the ship had to be stopped to launch them, today's 30 knot rigid inflatables can be released

on the move — a considerable advantage in speeding up the recovery of a man overboard where the helicopter can be brought in to further accelerate the process.

The modern, sophisticated boat engines are more easily maintained. A diesel outboard is currently under trial — and anything that removes petrol from the shipboard environment must be good news.

The move to HMS Raleigh, long anticipated and finally

confirmed a year ago, puts the teaching of fundamental skills where it belongs, close to the point of entry into the Royal Navy.

Career courses run from Gunwharf have made use of Raleigh's facilities for the past five years. Now the establishment of a single Royal Naval School of Seamanship there provides everyone — including the RFA, RMA, DGSR and FOFs — with a single point of reference, Lieut.-Cdr Norris believes.

"What should happen is that the Fleet should get a better equipped Chief Bosun's Mate with hands-on experience out of the system. There was a time just a few years ago when our sail lofts and rigging sheds were flush with people and it was easy to put in a job card and get someone else to do it — but no longer.

"Now we have to be much more self-reliant — especially when we're out in the Gulf or the Falklands where we're totally on our own."

## FRONTLINE FORECAST



● The US Navy's husband-and-wife met team, Lieut.-Cdr. Ken and Lieut. Karen Ebersole, study a satellite image of the Gulf region with oceanographer Lieut.-Cdr. Owen Morgan. The couple are currently on exchange duty in the UK.

STAFF at the Fleet Weather Centre have been providing a round-the-clock service to the Gulf ships since the crisis began and the Chief Meteorological Officer Mike Dimmick told Navy News that the flow of information had been stepped up dramatically with the increased activity among naval units of the past few weeks.

"Tidal details have been a main requirement over and above the normal set of data we push out — everyone wants to know what's happening to the oil slicks," he said.

Beyond the seven daily charts issued by the met people at Northwood there are also special services provided on request to RN vessels operating anywhere in the world.

"We produce a facsimile forecast radioed over open airways to cover the Eastern Atlantic and the North Sea which can be received by anyone as far away as the Mediterranean.

"It wouldn't be much use to Saddam Hussein, though, even if he was able to pick it up — and none of our Gulf stuff reaches him."

Since the Falklands War the Centre has acquired its own satellite image analysis equipment which provides useful information on the atmosphere and sea temperatures.

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# Duty calls for Navy reservists

ALMOST all the reservists who volunteered to return to service in December turned up at HMS Nelson after the Gulf War broke out — and only 30 were then stood down on health or other grounds.

WO(Reg) Sue Cobbett, the assistant mobilisation officer, said nearly 400 were processed and sent off to training establishments in a single day — though it took a bit longer than anticipated.

"Some people arrived the night before so we had an early start in the morning and we were finished before 1900," she said.

"Although we test the system once a year with 100 guys brought in from all our out stations, it proved to us that in reality there will be a few hold ups.

"We had bottlenecks at the pay desks, at the sick bay for inoculations — and at ID cards because so many of the reservists had gone outside with the old ones and we could only work as fast as the photo machine to prepare new ones!

"But there were no major snags — any problems there were could be solved as we went along."

In the course of a little under two

hours, each batch of Royal Fleet Reservists — those who have lately left the navy and so retain more-or-less up-to-date skills — had interviews on welfare, medical and dental matters and saw their kit checked and updated.

Most of them were then scattered around establishments in the UK — though all are liable for Gulf service if necessary.

"A few were a bit apprehensive as to how long they would have to stay but morale was high. The weather didn't help much, though — it was freezing," added WO (Reg) Cobbett.

Six men from HMY Britannia who volunteered for the Gulf found themselves a warm billet, though — they will replace the Chinese laundrymen on two ships who exercised their right to leave when war was declared.

"The number one rule in the Navy is that you never volunteer for anything but when the chance came to do something in the Gulf we jumped at it," said LS(R) Dave Bent.



● CMEM Stuart Hindle sizes up a reservist for a new S10 respirator — the type currently used by the Navy in the Gulf.



● WO(Reg) Sue Cobbett, Assistant Mobilisation Officer at HMS Nelson.



● Above: LS(EW) Tony Stanistreet and LWtr Billy Foot issue new pay and records documentation for nearly 400 RFR volunteers.

● Left: AB(R) George Stephenson, AB(R) Nigel King and LS(R) Dave Bent, from HMY Britannia, tackle the dirty laundry on board HMS Cardiff.



**Pictures: LA(Phot) Fez Parker**



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# OVER 12pc AVERAGE — PLUS SOME 'EXTRAS'

## No staging this time

THIS year the Government accepted in full the recommendations of the Armed Forces Pay Review Body, which pointed to the "resentment" they had found among the Services to last year's staging and to its discouraging effect on attitudes to retention.

They added: "We attach great importance to our recommendations in this report being implemented in full on April 1. We have made our recommendations specifically to address the current problems of Service personnel and believe that they should set no precedent for other groups of employees.

"Nor do we believe that the Services can afford the continued wastage of skilled and experienced personnel which our recommendations are designed to stem.

"We are also aware of the unfairness to personnel who suffer permanent loss to the value of their Service pensions as a result of staging."

Dealing with the X factor — which is to be increased by one per cent for men and two per cent for women to give an equal figure of 11.5 per cent — the AFPRB said they had identified areas of

concern which reinforced the conclusion that the disadvantages of Service life had grown and the advantages in general declined.

There was evidence, for example, of increased working hours, often resulting from increased guard duties, and exacerbated by undermanning, particularly in the Army and some parts of the Royal Navy. This has also prevented numbers of personnel in all three Services from taking full leave entitlements. There was evidence too of increased turbulence.

The AFPRB said that during their visits in 1990 they again heard complaints arising from the 1989 Review of Allowances, even though MOD had now made some changes.

MOD had told the Review Body that a policy evaluation exercise was being carried out with the intention that, if possible, any further adjustments should be made this year.

"A high priority should be attached to putting all the allowances concerned on a footing which is clearly seen to be fair," said the Review Body.

# Pay gets best boost in years

## Targeting manning problems

WELCOMING the outcome of this year's pay review, the First Sea Lord (Admiral Sir Julian Oswald) said he judged the package, both in terms of the size of the overall award, absence of staging and individual improvements achieved, was very satisfactory.

"By targeting extra resources at the Royal Navy's unique manning problems the pay award reflects the different impact of Options for Change across the Services."

The award, when set against the present economic scene, and other public and private sector awards, said much for the objectivity and influence of the Armed Forces Pay Review Body and their willingness to accept well-founded arguments.

He added, "I see the 1991 pay award as a very useful step towards achieving improved levels of retention which is a major aim of the Board."

**THE Services best pay award for many years — averaging 12.2 per cent for personnel on main scales — was made possible by boosting a 9.5 per cent basic increase in military salary with a rise in the X factor and by a pensions recalculation which also results in a salary increase.**

While the overall military salary range increases vary between 11.2 and 18 per cent, nearly all ratings and junior officers are in 12-13 per cent range. For senior officers, where pay levels were found to have fallen further behind in comparison, the increase is higher, up to 18 per cent at senior captain level. Increases will be implemented fully from April 1.

Accepting in principle the Government view that targeted payments might offer good value for money, the Armed Forces Pay Review Body said they were making recommendations where MOD put forward proposals which appeared well founded and were clearly defined.

For the Navy this has resulted in a series of welcome measures, including improvements in the Longer Service at Sea Bonus, extra cash for Submarine personnel, bonuses for young officers on full career commissions, and Separation Allowance improvements.

About one per cent of this year's salary increase results from studies made involving civilian pension schemes. The AFPRB found that a relative improvement in civilian comparator schemes suggested a slight decrease in the deduction which should be made from comparator earnings for both officers and other ranks.

A reduction of one per cent on the current adjustment figure of 10 per cent is being made — with the effect of making salaries one per cent higher.

The Longer Service at Sea Bonus (LSSB), popular and effective since its introduction in 1988, is now to be improved. From April 1 the first increment will be paid after five years' sea service — instead of seven — and both this and the 10-year increment will be substantially increased.

This means that on average the incremental rates will start towards the end of the second sea draft instead of during the third. The basic rate will remain payable after two years' total sea service.

The new rates will be: Two and less than five years' total sea service, £2.50 a day; 5 and less than 10 years' total sea service, £4.20; 10 years' sea service and over, £5.20.

### More for submariners

Submarine pays also gets a boost. Over the last year rates of premature voluntary release in the Submarine Flotilla have continued at unacceptably high levels, with the problem exacerbated by the onset of the Polaris-Trident overlap. At the same time Options of Change studies have resulted in a reduction of hulls available to sustain the high training throughput needed to replace people leaving the Service.

The AFPRB recommended a five per cent increase in submarine pay, over and above the general military salary uprating for all members of the Submarine Service. They also recommended a selective increase aimed particularly at the need to retain the more responsible and experienced officers in the Submarine Service by targeting areas of greatest responsibility where there was also greatest shortage. This involved a fifth tier above the current four-tier structure, applicable only to certain ranks and branches.

### Bonuses for officers

Payment of Submarine pay in all five tiers will continue to personnel for three years after they leave a submarine to protect earnings during the normal rotation of sea and shore appointments.

After three years ashore, payment will continue where there is a continuing liability for submarine service, but at lower rates. There will be two of these rates — to be called "reserve bands" — one for officers previously receiving the fourth and new fifth tier of submarine pay (set at £9.35) and one for those on the first three tiers (set at £7.05).

Transitional rules will ensure that no-one takes an immediate drop in Submarine pay.

New normal daily rates of Submarine pay will be: Midshipman and able rate and below, £7.35; leading rate and petty officer, £8.05; acting sub-lieutenant, sub-lieutenant (except SD list), CPO and Warrant Officers, £9.60; sub-lieutenant (SD), lieutenant (all lists until break points for fifth tier), £10.30; other lieutenants, lieutenant-commanders, commanders and qualifying captains, £11.85.

The Review Body said that in their evidence MOD had expressed concern about the number of young RN officers leaving to take up other employment in their late '20s and early '30s.

MOD wished to introduce a variation of the Army officers' bonus scheme by paying lump sum bonuses at key career points to encourage RN officers to serve at least 16 years — the point at which an immediate pension is payable. One of the aims would be to encourage officers serving on short career commissions to apply to transfer to full career commissions.

The AFPRB recommended that GL lieutenants with five years' seniority, serving on full career commissions, should be eligible for a bonus of £6,500, and that a further bonus of £6,500 be paid a minimum of three years later on promotion to lieutenant-commander. Both payments would be conditional on a three-year return of service.

The bonuses will also be payable to all qualifying Royal Marines and WRNS officers. But they will not apply to Medical and Dental officers and chaplains (neither do they in the Army), and only to SD and SL officers who transfer to the General List.

In general the system applies as at April 1 and there will be no retrospective arrangements.

These bonuses, together with those introduced for young Army officers last year, will be reviewed by the AFPRB in their 1993 report.

For many years the Separation Allowance distance rule has been a bone of contention. Three main changes now agreed to the rules include a reduction from 200 miles to 150 but only for particularly difficult journeys. This means that at long last the Plymouth-Portsmouth traveller becomes eligible for the allowance.

Another improvement is that the higher rate of Separation allowance will be payable to those separated for more than six months in any 12-month period, regardless of location.

### Concern over divers

Another is that eligibility for Separation allowance will be extended to personnel, wherever they are serving, who are prevented for duty reasons from returning home at weekend, or periods in lieu for shiftworkers.

The new rates of Separation Allowance from April 1 will be: Outside NW Europe or separated for more than six months in any 12-month period, £3.30; within NW Europe, £2.55.

The AFPRB said MOD had advised that present bearings in the Diving branch were satisfactory, but that a large proportion of personnel had applied to leave.

"We remain concerned that the ill-feeling about pay and conditions of service among divers should not be underestimated, and we are troubled by the disproportionately large number of applications to leave from junior rates, especially at the Able Rate."

The Review Body recommended a minor restructuring of the diving pay differentials to give a larger percentage increase at Category 3 (Junior, Ordinary and Able Diver).

On Falklands Island additional pay the AFPRB said conditions of service (with the exception of South Georgia) had continued to improve. They recommended that this pay should be uprated in line with military salary to £3.60 a day but that it should be phased out in the near future.

People having served up to and including March 31 1991 will qualify for one final repeat tour, but new eligibility will cease from April 1. Payment for service in South Georgia will continue.

Northern Ireland pay will be uprated in line with military salary to £3.60 a day.

Sea command money, where officers in command of seagoing vessels receive £1 a day, regardless of rank, was considered "outdated" with the sum of money small, and is to be phased out.

### Accommodation charges

Offsetting the increases will be the new charges. Accommodation charges have been increased in line with military salary.

The range of daily increases in Accommodation charges (including water and facilities charges as appropriate) from April 1 will be:

England and Wales: Married quarters: Officers, 11p to 80p; ratings, 8p to 41p. Single quarters: Officers, 8p to 36p; ratings, 15p to 23p.

Scotland: Married quarters: Officers, 6p to 75p; ratings, 3p to 36p. Single quarters: Officers, 5p to 33p; ratings, 12p to 20p.

Overseas: Married quarters: Officers, 23p to 96p; ratings, 12p to 57p. Single quarters: Officers, 14p to 44p; ratings, 9p to 31p.

Food charges from April 1 will be: Single, £19.25 a week; married unaccompanied charge, £11.20 a week.

The AFPRB said they reported last year that they had asked MOD to undertake a study of the advantages and disadvantages of a pay as you dine system of food charges so that people would pay only for those meals they actually ate. The study was now under way, and they expected to have the first findings for their 1992 report.

As a retention incentive, Reserve forces tax-free bounties are to increase, and will now range from £250 in the first year to £775 in the third.

● The 9.5 per cent average salary award to people covered by the Top Salaries Review Body, including officers of flag rank, is to be staged, with an increase of at least 7.5 per cent from April and the balance from December.

A supplementary report on Medical and Dental officers pay is being issued by the AFPRB.

## THE NEW DAILY RATES

EXAMPLES of the new naval daily rates of pay from April 1 are as follows:

**Top Salaries:** Admiral of the Fleet, £281.28; admiral, £226.23; vice-admiral, £162.43; rear-admiral, £142.35. (Second stage of the award will be payable from Dec 1).

**General and Supplementary List officers:** (on promotion and top rates): Captain, £111.37-£136.62; commander, £95.63-£105.71; lieutenant-commander, £68.17-£81.69; lieutenant, £54.10-£62.86; sub-lieutenant, £32.14-£45.85; midshipman, £22.56-£28.04.

**Special Duties List officers with 15 years' rating service:** After eight years, £72.09; after three years,

£67.65; on appointment, £64.32.

In the following categories the figures given are for the Uncommitted rate. For intermediate rates add 30p to daily rate, and for Career rate add 75p a day.

**RN and WRNS Sea Service Artificers, Medical and Communications Technicians (Uncommitted rate):** Warrant officer, £61.05; CCPO, £58.84; CPO(A), £56.57; CPO(B), £54.40; PO, £47.72; A/PO, £45.52; 4th class technician, £39.86; leading art., £37.38.

**RN and WRNS Sea Service other branches (Uncommitted rate):** Warrant officer, £55.85; CPO(A), £49.43; CPO(B), £48.54; PO(A), £44.22; PO(B), £43.42; LR(A), £39.86; LR(B), £37.38; AB(A),

£31.94; AB(B), £30; AB(C), £26.15; Ord(A), £21.87; Ord(B), £20.10.

**Royal Marines (GD, Tradesmen and Musicians) (Uncommitted rate):** WO1, £55.85; WO2, £52.71; CSgt(A), £48.79; CSgt(B), £47.84; CSgt(C), £46.89; SGT(A), £44.22; SGT(B), £43.42; SGT(C), £43.04; CPL(A), £39.86; CPL(B), £37.38; CPL(C), £35.11; MNE1(A), £31.94; MNE1(B), £30; MNE1(C), £26.15; MNE2(A), £21.87; MNE2 (B), £20.10.

**Male QARNNS (Uncommitted rate):** WO Band 6, £55.85; CPO(A) Band 5, £47.01; CPO(B) Band 5, £45.99; PO(A) Band 5, £43.85; PO(B) Band 5, £42.99; LDG(A) Band 2, £39.86; LDG(B) Band 2, £37.38; AB(A) Band 2, £31.94;

AB(B) Band 2, £30; AB(C) Band 2, £26.15; ORD Band 1, £20.10.

**Young entrants (Uncommitted rate):** Juniors RN and RM, under age 17, £12.52; age 17, £15.20. Art apprentices and PMT: First year, £14.82; second year, £19.05; third year, £23.27.

**Female QARNNS, WRNS ratings and female Careers Service ratings (Uncommitted rate):** WO Band 6, £55.85; CPO(A) Band 5, £47.01; CPO(B) Band 5, £45.99; PO(A) Band 4, £39.92; PO(B) Band 4, £39.06; LDG(A) Band 1, £36.22; LDG(B) Band 1, £33.74; AB(A) Band 1, £28.30; AB(B) Band 1, £26.36; AB(C) Band 1, £22.51; ORD Band 1, £20.10 (under 17½, £15.20).

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## So'ton's centre of attention

WHILE undergoing a lengthy period of refit and repair in Newcastle upon Tyne the Type 42 destroyer HMS Southampton is still retaining links with her namesake city and, in particular, with the Rose Road Centre.

The centre houses the Mordaunt Special School for children with severe learning and physical difficulties and also has a Family Help Unit providing short term care enabling children's families to take a well-earned break.

### Sponsorship

During a recent visit to the centre the Southampton's senior officer, Cdr. Tony Dyer, presented a £300 cheque to the city's mayor, Cllr. Mrs Mary Key, who accepted the cheque on behalf of Rose Road.

The money had been raised by the ship's company through sponsorship in the Great North Run and from their Christmas draw.

# Sceptre on the road to Wigan



OVER the past 12 months HM submarine Sceptre has raised over £10,000 for her two affiliated charities, Rosehill and Montrose schools, and in recognition of the hard work carried out by the Junior Rates they have received a commendation from Flag Officer Submarines Vice-Admiral Sir John Coward.

Fundraising efforts by the crew of HMS Sceptre included a charity cycle ride from Devonport to the submarine's affiliated town of Wigan.

More than £6,000 was raised for the two schools and one of the team's main sponsors, Apple Macintosh, also donated a computer system.

The cyclists, pictured left, took just three and half days to complete the 317-mile journey and were met in Wigan by Miss Sceptre, the Mayor of Wigan, Cllr. Ronald McAllister, and 60 of the submarine's crew who had travelled up from Devonport.

On crossing the finishing line at Tote Credit, in Wigan, the crew were given a guided tour of their offices prior to them hosting the submariners for lunch.

A successful charity night was later held at one of the town's local night-clubs.



## Helping Hands



## Naval engineers are all heart

ENGINEERS from the North Corner Group, based at Portsmouth naval base, are lending a "helping hand" to Great Ormond Street Hospital.

They are raising money to buy an oximeter machine which measures oxygen levels in the blood after heart surgery and have already raised £2,500 towards the cost.

"In 1988 a team of 12 engineers took part in a sponsored run to London and back in aid of the Great Ormond Street Wishing Well Appeal and met children who were being treated at the hospital," said Lieut. Jan Rowles.

"The Bonham Carter Ward was subsequently adopted by North Corner Group and children from the ward have visited the naval base, HMS Warrior, the Mary Rose and HMS Victory."

# Flower power at Daedalus

UNDER the watchful eye of CPO Keith Laycock ten trainee ratings from the Basic Training Group, HMS Daedalus, have completely revamped the garden of a Bridgeman pensioner.

When recently widowed Mrs Josephine O'Mahoney asked for help to sort out her overgrown garden the junior ratings were only too glad to help out and in one afternoon the garden and vegetable patch were dug over, grass re-seeded, hedges clipped, paths weeded and flower beds prepared for planting.

Portsmouth Area Hospice support group has also benefited thanks to HMS Daedalus. President of the WOs' and CPOs' Mess, WO Denis Day, presented a cheque for £1,000 to Mrs Jean Craig who accepted it on behalf of the Gosport branch.

The money was raised over an eight-month period by holding raffles at functions held in the Mess.

□ □ □

Personnel from HMS Collingwood have raised £1,676.55 for the Children in Need appeal.

A 24-hour sponsored bench press, organised by CPOWEA Bob Fulford, brought in £820 while Mrs Maureen Walters, a civilian worker at HMS Collingwood, raised £680.34 by holding a raffle.

□ □ □

A Sea King helicopter from 771 Search and Rescue Squadron, based at RN air station Culdrose was on hand to help Mr Johnny Hone, of the Fleet Air Arm Officers' Association, present a cheque to the Royal National Lifeboat Institution.

Mr Hone was winched on board the rocking deck of the St Ives lifeboat where he present-

ed the £500 cheque to Capt. John Moran.

The association is a charitable organisation with a worldwide membership of about 3,000 serving and retired officers of the flying arm of the

Navy.

Each year they donate several thousand pounds to a variety of deserving causes and last year it was the turn of the RNLI and, in particular, the St Ives lifeboat.

## Cooks in the woods

AN invitation to swap the heat of their kitchens for the great outdoors was readily accepted by staff and trainees at the RN Cookery School, in Aldershot.

Staff Officer, Sub-Lieut. Kevin Tucker and cookery instructors, POCK Paul Preston, Sgt. Paul Bentley and POCK Dave Forster, took 26 Part III trainees to Ricketts Wood, Crawley, to assist the Woodland Trust on a community project.

Tasks included clearing a coppice, cleaning a stream, building a bridge, deepening a pond and relocating a fence and although the work was dirty and arduous the trainees enjoyed their day.

## HOSPITAL GETS ITS 'REVENGE'



PATIENTS on wards 4A and 4B at the Royal Hospital for Sick Children, Yorkhill, Glasgow, met up with old friends when the crew of HM submarine Revenge (Port) and their commanding officer, Cdr. Anthony Taylor, arrived to distribute presents

among the two wards.

Pictured with staff and patients are, from left, Lieut. Cdr. Stuart Donaldson, LWTR Dean Finlay, CPOWEA Wayne Newton and Cdr. Anthony Taylor.

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# New Naafi centre at Plymouth

NAAFI's first multi-purpose financial centre has opened at HMS Drake, in Plymouth, offering naval personnel a wide range of financial services and first customer to take advantage of the facilities was LMEM Mark Burton who signed a mortgage agreement through the Halifax Building Society.

"I decided to come here because it was convenient," he said. "I work close by and without the centre I would have to travel ten minutes to Plymouth."

The centre, only the second of its kind for Naafi in the UK, was opened by the captain of HMS Drake, Capt. David Wixon, and provides an insurance office, mortgage advisory service and building society.

"Years of planning and discussion with naval authorities

have resulted in this splendid centre," said Keith Frampton, Naafi insurance services manager UK.

"Our operations have been tailored for RN requirements and we shall strive to achieve a service second to none."

Naafi have also launched a mobile financial service which now means Service personnel can have personal finance questions answered almost on their doorsteps.

Interested units should telephone 0602 345120 or write to Naafi Financial Services, College House, Upper College Street, Nottingham.

## ROYALS DROP IN AT NELSON



**DURING** a visit to HMS Nelson, in Portsmouth, the Queen and the Duke of Edinburgh enjoyed a real family occasion when they met naval wives whose husbands are serving in the Gulf.

The Royal guests were welcomed at the Victory Club by over 1,000 family members and also took the opportunity to chat to many of the young children present.

## Victory Court opens doors

AT the opening of a new sheltered housing scheme in Gosport Admiral of the Fleet Lord Fieldhouse paid tribute to the services of elderly naval men and women.

Officially opening Victory Court, in Beauchamp Place, Lord Fieldhouse said the project was a sign of the regard the Navy held for retired Service personnel and their partners.

"This home is the Navy's recognition of the importance it gives to its sailors and their families," he said. "They are our people."

### Servicemen

Victory Court was built by Agamemnon Housing Association and is open to former servicemen and women anywhere in the world who served in the RN, RM, WRNS and QARNNS.

The housing scheme includes 37 residential flats which are warden-assisted plus a guest room for visitors while coffee mornings and keep fit activities are also organised for residents.

## Book now for SCEA holiday

**EACH** year the Service Children's Education Authority (SCEA) organises a holiday for 20 Service children who have special educational needs.

This year's holiday, sponsored by the Guild of St Helena, will take place between June 14-21 at St Martin's Plain Camp and is at no cost to parents.

Children who attend the camp are drawn from all three Services and should be aged 7-13 at the time of the holiday.

Their medical requirements must be able to be met by the general nursing service provided at the camp and they should be registered with SCEA as having special educational needs.

Anyone interested in sending their child on the holiday should contact Maj. A. J. Cardy, RAEC at MOD SCEA, Court Road, Eltham, London SE9 5NR for further details.



## Family Life



# Rent talks go on around the table

**NOTING** the increasing proportion of Service personnel who now choose to provide their own furniture for married quarters, Armed Forces Pay Review Body have asked MOD to consider restructuring charges so that people who live in partially-furnished Service accommodation do not have to pay the full furniture cost.

Indicating that they hope to consider this in their 1992 report, the Review Body said, "We believe that the Services should move to a situation where most married quarter occupants rent on an unfurnished basis and that such a change would be welcomed by Service families."

"It would also be a step towards a new charging system,

with MOD hiring out (or employing agents to hire out) items of furniture as and when personnel require them."

### Furniture hire

Meanwhile, in this year's report, the Review Body have continued to allow for furniture hire in their recommendations.

The element for furniture hire is related to an assumed average life for furniture and MOD has suggested that the Review Body should assume a shorter average life for furniture. But the AFPRB said they were not persuaded that a change of the calculation method used was at present justified.

Referring to the wide variety of quarters across the Services, the AFPRB also criticised the quality of some. "We are well aware from our visits and other contacts with Service personnel that the standard of some single and married quarters continues to be a legitimate cause of dissatisfaction."

### Standards

"We are disturbed also at the discrepancies in standards and grading between the three Services, and at the Services' tendency to downgrade accommodation rather than improve it. We consider that ideally all accommodation should be in Grades 1 or 2, but in practice about a quarter of it remains in Grades 3 and 4."

"We recognise that maintenance problems which have accumulated over many years cannot be resolved immediately, and we are fully aware of other pressures on the Defence Budget."

## Change at naval school

THE Duchess of York has succeeded the Princess Royal as president of the Royal School for Daughters of Officers of the RN and RM, Haslemere.

## HILSEA'S STARRING ROLE



TVS presenters Fern Britton and Chris Peacock took time out to chat to navy wives and their children during the filming of *The Time* and *The Place* at Hilsea Community Centre.

So impressed were they by the warm welcome at the centre Fern and Christopher donated £50 towards the centre's funds.

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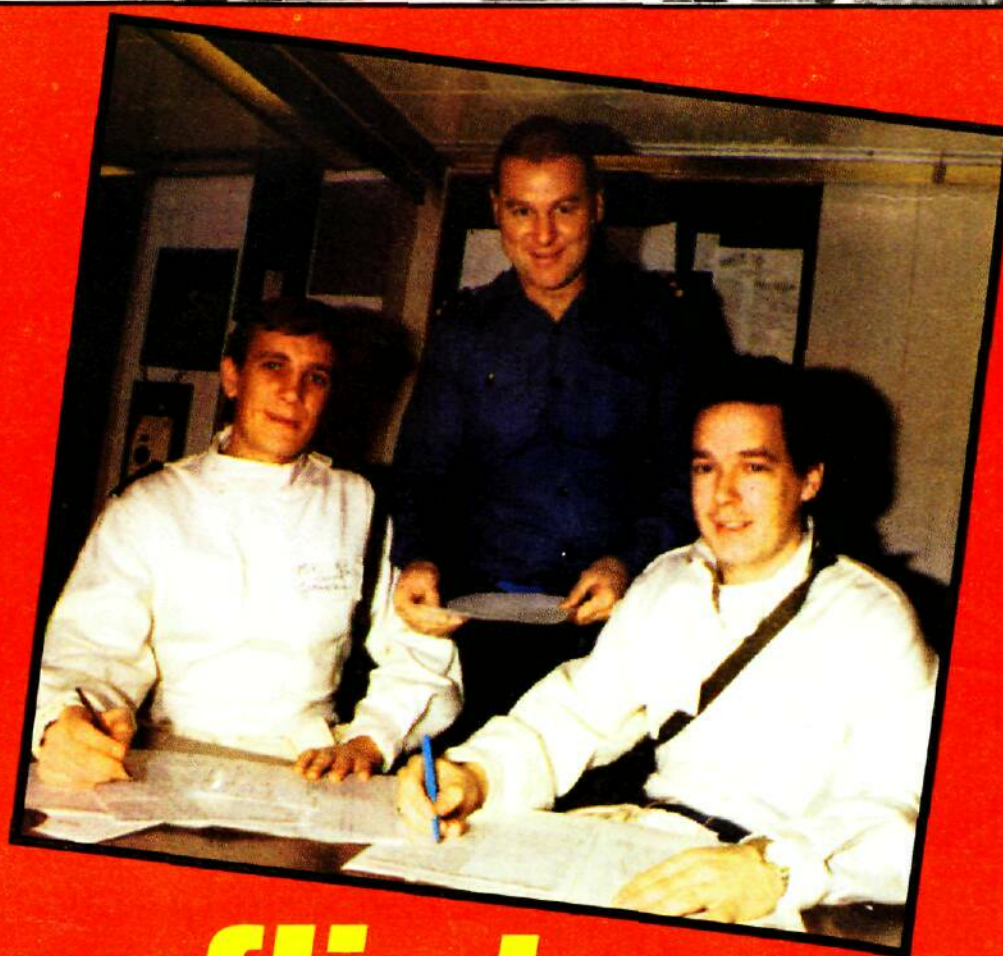
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If the gun crews in HMS Brazen (above) fancy a bit of nutty they won't get any while they're closed up for action.

At least they know the canteen should be well stocked — Naafi have sent out over a million packets of sweets and chocolate to the Gulf forces, and as many cans of fizzy drinks.

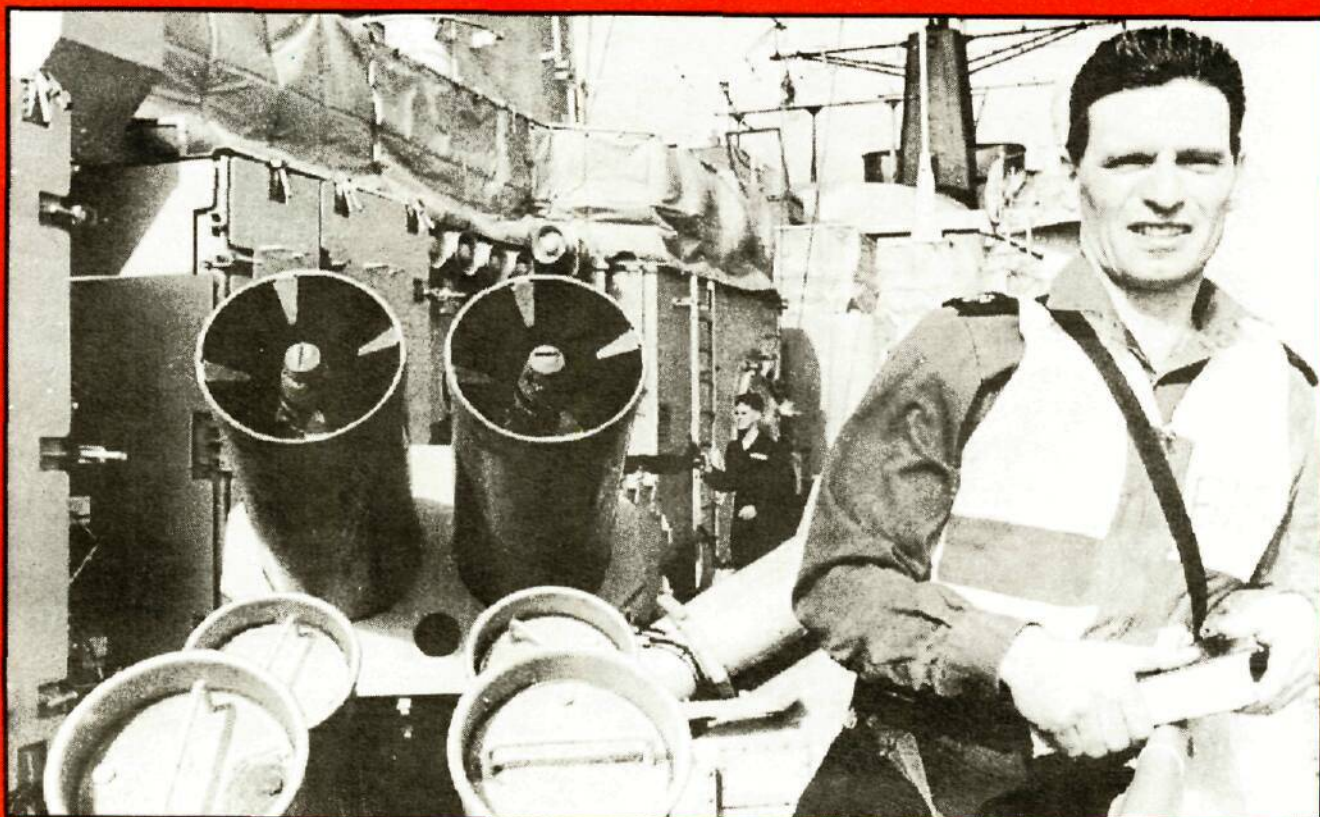
Catering for the sailor's demand for snacks between meals are 25 managers and assistants — who like Andy Stringfellow and Paul Roebuck, seen (right) with HMS Cardiff supply officer Lieut Paul Cass, have signed on for the duration, rated as Petty Officer and Able Seaman respectively.

With customers like JS(Radar) Peter Maiden — the youngest on board the Brazen and still a growing lad at 17, seen (above right) loading a Chaff anti-missile decoy launcher — they know better than to run out of the good things in life.

Also watching over the inner man are the ship's padres — like the Brazen's David Thomas (below) who as well as providing spiritual guidance has an action station with the First Aid party.

# Faces of conflict

Pictures by PO(Phot)  
Alistair Campbell



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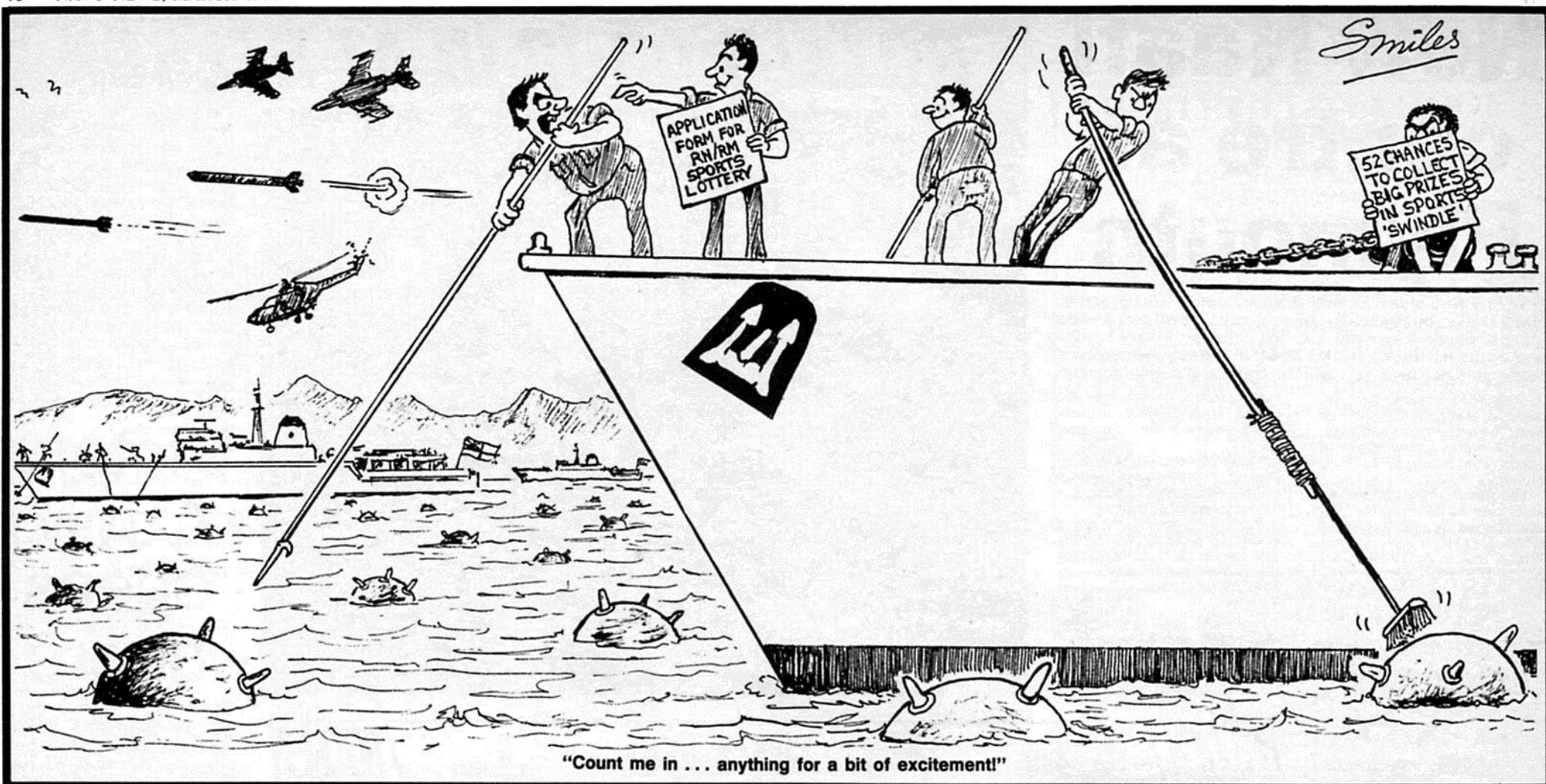
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## NEWSVIEW

### Pay: Early news and a full award

RECENT practice of announcing the Services pay award early in the year has certainly proved opportune on this occasion, coinciding with escalation of the Gulf war. The military salary increase, plus "extras" aimed at specific target areas of the Navy, will have provided welcome reading.

As the Prime Minister said in announcing that the Armed Forces Pay Review Body's recommended award would not be staged, "When many of our Armed Forces are on active service, we have concluded it would not be appropriate to ask them to wait for their full pay award."

Certainly the AFPRB made it clear that last year's staging had caused "resentment" and been discouraging to retention. This year they stressed the great importance they attached to their recommendations being implemented in full from April 1.

In a lucid, realistic appraisal of today's pay and conditions of service scene, the Review Body — as well as examining the overall situation — looked at problems in recruiting and retaining certain groups, for example those with specialist skills. In some cases they recommended additional pay where there was evidence of particular difficulty.

"Excessively high turnover of personnel imposes cost and strain on the recruiting and training capacity within the Services; success in improving retention is a particularly efficient way to achieving savings in the overall cost of defence," they said.

While there may be natural reluctance by any section of society to admit its pay award is totally adequate, even the sharpest carper must regard this one as not bad. In truth it offers the Navy the best overall package for very many years.

#### Fancy a flutter?

So, having acquired new pots of gold, what do you find to spend it on? You could, of course, have a flutter on the new RN Lottery — to you, only 75p a week!

Extraction by Centurion is (nearly) painless and you might find yourself on a nice little earner from the selection of six cash prizes each week all year round. What's more you'll be boosting funds which back all aspects of sport and recreation within the Service.

Watch for further announcements if you fancy a 75p flutter in the big autumn kick-off.

# Record year for sailors' charity

DISTRIBUTION of funds in the form of grants totalling nearly £1.6 million have made it a record year for the King George's Fund for Sailors with grants being made to 87 different organisations, covering all areas of seafaring, including the Royal Navy, Merchant Navy, fishing fleets and the RNLI.

Major sums have gone to organisations supporting elderly seafarers or their dependants, with the largest single grant of £234,500 being made to the Royal Naval Benevolent Trust, and grants totalling £250,825 were made to children's homes, training ships and schools and for scholarships and bursaries.

Among these, the Royal Navy and Royal Marines Chil-

dren's Trust benefitted with a grant of £60,000, two-thirds of which will be spent on school fees for children deprived of long-term parental care, and the remainder will go to help a new child development centre for Navy children at Gosport.

Expressing his delight that the funds distributed continue to grow year after year, the Fund's Director General, Hugh

Lawson, stated, "Despite the economic conditions of 1990, people's generosity towards the fund continues to grow — largely due to the magnificent efforts of our supporters, to whom we owe a great debt of gratitude."

The magnificent sum of £8000, raised by the School of Maritime Operations for the King George's Fund, was presented to the Fund's Chairman, Admiral Sir Anthony Morton, when he visited HMS Dryad.

The major fund-raising event of the year was the Dryad Golf

Classic which raised over £5000 and other events included a cross-channel swim (the distance covered in the Dryad pool) and a "Wear-what-you-will" day.

A further sum of over £2,500 was raised for the Fund at this year's annual reception held in the Captain's Room at Lloyds of London. Two dozen admirals attended with Guests of Honour, Admiral of the Fleet Lord Fieldhouse and Lady Fieldhouse, and chairman of the Reception, Lady Oswald.

## Scottish trio off to hunt in Gulf waters

Three Hunt-class mine countermeasures vessels, HMS Bicester, Brecon and Brocklesby, leaving the wintry sunshine of Rosyth, headed for the warmer waters of the Persian Gulf, where they are expected to relieve their sister-ships, HMS Atherstone, Cattistock and Hurworth, after a hand-over period.







● Above: watching for mines in full protective anti-chemical gear on board the Type 22 frigate HMS Brazen.

● Right: HMS Manchester arrives in the Gulf, a Sea King from 846 Sqn hovering over her flight deck. The Type 42 destroyer's own Lynx aircraft would soon engage and destroy an Iraqi patrol boat.

● Below: HMS Brazen's Lynx helicopter cross operating with HMS Gloucester. The Type 42 destroyer's own flight had to dodge a Sam-7 missile after destroying an Iraqi support vessel off the Kuwaiti port of el Ahmadi.



**Pictures: PO(Phot) Alistair Campbell and CPO(Phot) Paul Wellings**



## Skua finds easy prey

For close-range combat with small, fast assault craft the Lynx helicopter armed with Sea Skua missiles has proved to be an unbeatable combination — at least, nothing else the Allied forces possess can better it.

The missile is light enough at 320lb not to cut down the Lynx's speed and agility in a dog fight and its eight-mile range is superior to most of its rivals.

The helicopter can carry four at a time which the co-pilot can programme within a few seconds and deliver at nearly 700mph, armed with 44lb of plastic explosive designed to detonate only after the missile has penetrated the target's plating.

● Below: POAEA(R) Steve Hayes (right) and AEM Adrian Sharpouse remove the safety pins from Sea Skua missiles as HMS Cardiff's Lynx helicopter prepares for take off.

## Helicopters



● Helicopter aces — Lieut. Guy... another successful strike again

# Scott the

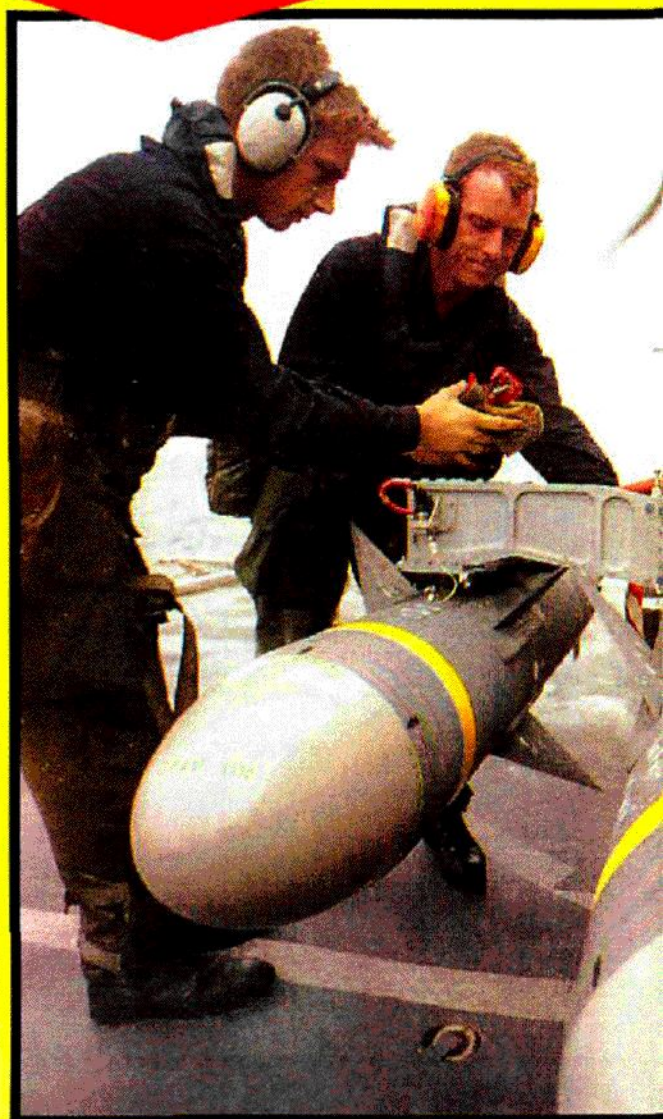
The Great Turkey Shoot — they called the naval war in Iraqi Fleet was virtually wiped a fortnight.

But elation at the ease with which Group's Lynx helicopters with the siles picked off enemy assault with sorrow at the inevitable caused.

"Nobody relishes this business of our choosing," said HMS Cardiff officer Cdr Adrian Nance after the destroyer's flight helped open the account.

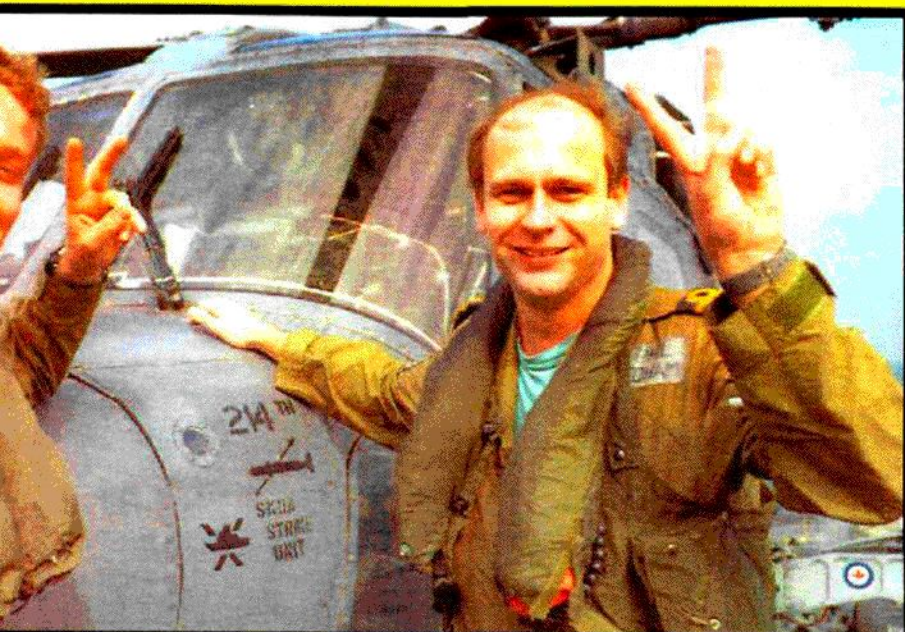
"But the air crew were highly delighted with their performance."

The first shots in the battle for sea were fired after helicopters cester and HMS Brazen picked Spray radars what was at first

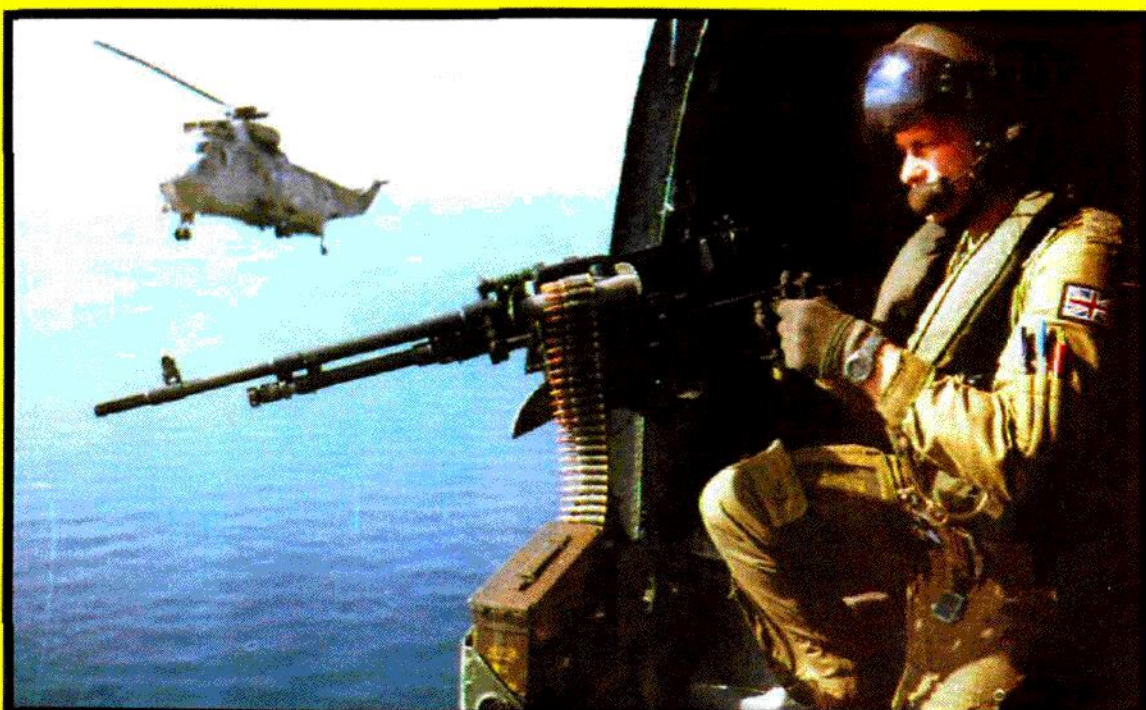




# s destroy Iraqi assault craft



Haywood (left) and Lieut. Phil Needham from HMS Cardiff return from the first Iraqi surface units.



## Surge of the Skua!

that was what the Gulf as the out in less than

which the RN Task Force Sea Skua mission was mixed casualties they

— it's not a war effort's commanding the Type 42 destroyer Royal Navy's

professional and I

command of the from HMS Gloucester on their Sea thought to be a

large-scale attack by 17 missile-carrying craft of an Iraqi raiding squadron.

They were running at high speed close to the Kuwait coast about 20 miles north of the Saudi border and the aircraft attacked, summoning help from other Allied units.

Four of the enemy were sunk and 12 damaged in the first part of the action and Cardiff's Lynx sank another in the evening. Lieut Phil Needham said he was twice forced to back off when he came under anti-aircraft fire from the shore and had to land to refuel on an American ship. On their second foray they ran a patrol line as a USN helicopter tracked a contact.

"We saw the target and went in. I locked on the missile and waited what seemed an eternity for it to say it was ready. Then Guy (Lieut Guy Haywood, the Cardiff flight pilot) and I saw it go and at first we thought it had gone into the sea, but then we saw the explosion."

All the helicopters came under anti-aircraft fire. The Brazen's flight commander Lieut.-Cdr Mike Pearey was concerned by the threat of the heavy batteries ashore in Kuwait just two miles away: "If there was a return of fire from there we didn't notice it," he said.

But after HMS Gloucester's Lynx destroyed a support vessel off the Kuwaiti port of al Ahmadi it had to move smartly to avoid a Sam-7 missile, fired from a hand-held launcher.

Haywood's Lynx scored its fifth direct hit during a night engagement when it set a Zhuk fast patrol boat ablaze a few miles off the Kuwaiti island of Faylakah. A few hours later the Manchester's flight had its first success against a patrol boat spotted in the same area.

Cdr Nance later praised the teamwork between American and British units that had contributed heavily to the Allied domination of the northern Gulf. "Saddam Hussein's Navy just has nowhere to hide," he commented.

With supremacy at sea assured — only one attempt by Iraqi jets to launch an Exocet attack was taken out by Allied fighters before it got anywhere near the Task Group ships — HMS Cardiff and Gloucester were well forward, providing air defence cover for the USS Missouri and Wisconsin as the battleships' awesome 16-inch batteries were added to the bombardment of occupied Kuwait's fortifications.

American ships came under British control for the first time when the minehunting force — in which the RN element is acknowledged as the world leader in mine countermeasures technology — combed the waters of the northern Gulf.

Only primitive tethered mines — over 40 of them — have been found so far, but more sophisticated ground mines may be lying in the shallow areas near the coast where remote controlled submersibles can be brought into play to locate and destroy them.

The RN MCM force — HMS Hecla has relieved HMS Herald as the headquarters ship directing operations by HMS Hurworth, Atherstone, Cattistock, Dulverton and Ledbury — will lead any operation to clear the way for an amphibious assault.

Towards the end of this month HMS Brocklesby, Bicester and Brecon will be arriving in the Gulf to take over from the first three of these, which have now been in the Gulf for six months.

"Even if the war is over by then, there will still be a massive clear-up job to be done," the group leader Cdr Michael Nixon predicted.

Meanwhile the arrival of the Group Yankee ships



— the Type 42 destroyers HMS Manchester and Exeter and the Type 22 frigates HMS Brave and Brilliant — doubled the Royal Navy's firepower as the Armilla patrol handover was cautiously delayed.

HMS Brilliant brings the first Wrens into the firing line — four officers with navigation, meteorology, engineering and supply specialisations and 16 ratings, mostly radar and radio operators. She has joined HMS Exeter for convoy protection duties.

Replenishment and essential maintenance work by the RFAs — as well as the task of resupplying all the Gulf ships — has intensified as Iraqi naval activity diminished and Sea Kings of 845 and 848 Squadrons have been flying intensive operations in logistic support of Army units at the front.

But as the naval and air threat receded, commanding officers were acutely conscious of the

need to beat one just as dangerous — boredom.

Typically, on board HMS Brazen — whose primary offensive role is against submarines, one menace the Gulf conflict does not contain — endless rehearsals for the assault to come and checks on the Sea Wolf anti-missile system, locking onto shells fired from the Manchester, are punctuated by the upteenth re-run of "The Cruel Sea" on video, whose now rather dated collection of naval stereotypes never fails to amuse.

One story that raised a smile around the Gulf concerned a Sea King forced to crash land on a beach in Qatar. A fractured hydraulic pipe was found to be to blame — so the crew took it to a nearby garage where the local mechanic rethreaded it and thus allowed the helicopter to proceed on its way.

● Above: getting an all-round view (with the aid of an extra-wide angle lens!) as HMS Brazen takes on fuel is the Captain of the RFA Argus, Capt. David Lench.

● Top: LA Keith Ludlow mans a General Purpose Machine Gun in a Sea King from 846 Squadron.



## Double Dutch incentive

LIFE is getting hairier by the day for 826 Squadron's C Flight — especially now they have started a moustache-growing contest with their Dutch host in the Gulf.

Since early December the Sea Kings from the RN air station at Culdrose have been looking after the combat supply ship HNLMS Zulderkruis, searching for mines and chasing away any local vessels that might pose a threat.

Covering a stiff upper lip with a 'snor' is allowed in the Netherlands Navy and 826 were quick to take the chance to "go Dutch."

"Joining the competition cost two quid — and the money we raise will go to charity," CPO Andy Jarvis explained from beneath a thin but steadily maturing growth.

There are 35 women on board Zulderkruis — Dutch warships have had female crew members since 1980 — who have joined their male colleagues' campaign to make the 'Brits' learn their native tongue.

"We're getting to feel very much at home here," said the flight's commanding officer, Lieut.-Cdr. Kevin Williamson. "But we soon discovered that we wouldn't get any breakfast unless we ordered in Dutch!"

● Left: an 826 Squadron Sea King taking off stores from HNLMS Zulderkruis.





# SUPREMACY IN THE AIR: AN OLD GOAL

IF SUPREMACY in the air is seen as the key to success in the Gulf today, the lesson was never more starkly realised than in the war in the Pacific which began with the attack on Pearl Harbour nearly 50 years ago.

It took a new generation of aircraft carriers and carrier aircraft to eclipse Japanese sea power at Leyte Gulf — but for long the Mitsubishi Zero seemed unstoppable.

Its specification called for high speed, manoeuvrability, a heavy armament of twin cannon and machine guns and long range. Carrier requirements, such as the necessity for short take-off and compactness below decks, determined a lightness of construction that was a positive advantage in the hands of skilled pilots; armour protection introduced in a later model could not make up for the inexperience of those who succeeded the veterans whose lives were frittered away in the air battles of the Solomons in the late summer of 1942.

In *Air War Pacific* (Hamlyn £14.95) Christy Campbell's concise profiles of this and all the other combat aircraft employed by both sides in the campaign are accompanied by full colour illustrations depicting them in their various squadron liveries.

## Reconquest

This is not just a model maker's delight, though. The brilliant early successes of Japanese Navy aircraft, the decisive American victory at Midway and the reconquest of Japanese-held territory — in which the British Pacific Fleet played a notable role — are explored in detail, together with much less well-known battles over China and Manchuria in 1937-39 that were the testing ground for Japanese aircraft and tactics.

Here the Soviets, employing some of the last biplane fighters, lost an estimated 400 to the Japanese 160 in an undeclared and indecisive air war brought to a close by the signing of the Nazi-Soviet non-aggression pact — yet the three highest-ranking officers of the Japanese air combat group committed ritual suicide in its aftermath.

## Firepower

From the very beginning of air warfare at sea, and long before the threat to the battleship was proven, designers toyed with the idea of a hybrid — a vessel that combined massive firepower with a major platform for aircraft.

In *The Hybrid Warship* (Conway Maritime Press £25) R. D. Layman argues that the combination of vertical short take-off and landing (V/STOL) aircraft and ski-jump flight deck that emerged with the Invincible class makes possible the operation of aircraft with high performance and substantial weapon load from relatively small ships and could easily make this vision come true.

But along the way some of the most bizarre warship designs ever proposed are examined with the help of easily accessible explanatory drawings by Stephen McLaughlin. A few of the less impractical were actually built. Conversion of the Japanese Ise class battleships involved the removal of the after turrets to gain the space required for aircraft, reducing the gun battery by a third — much the same result that would come from recent proposals to turn the reactivated American Iowas into V/



Above: F6F-3 Hellcats on board USS Yorktown in June 1944. While the Yorktown was being designed, the USN considered building her with an armoured flight deck as an anti-dive-bomber measure — an idea already adopted in the Royal Navy but which was ignored for another decade by the Americans.

Picture: Air War Pacific.

STOL carriers.

Most obviously impressive of the new breed is undoubtedly the Soviet Kiev, though her aircraft do not do full justice to the awesome sense of power

she conveys. Overall, the "Forger" is a less capable aircraft than the Sea Harrier. It has a shorter range and can carry fewer weapons — and its three engines make short take-

offs difficult, requiring automatic control; the Harrier's rolling take-off is very simple and manually operated.

— JFA

# Hoke Moseley in the shadow of Philip Marlowe?

COURAGEOUS cops, crazy killers and callous criminals snarl and shoot their way through this month's batch of 16mm releases.

The writer Charles Willeford never had much success in his lifetime but, post-mortem, a string of his novels featuring a tough tec named Hoke Moseley has become quite widely popular; the first of them now reaches the screen. In *Miami Blues* Hoke is outwitted by a plausible, deeply psychotic con-man who steals the cop's gun, badge and, worst of all, his new set of false teeth.

The humiliated Hoke vows vengeance; the outcome is explosive. The film's deadpan way with both humour and violence is offset by the presence of Jennifer Jason Leigh as a sad little hooker who falls for the con-man.

Ms Leigh is such a clever puss that the character she plays is constantly edging her way to the front of the story, rather than keeping her place back in support — not that many will resent such presumption. The general appetite for cop movies may have dulled in recent years but this cheerfully eccentric entry should stimulate the most exhausted palate.

*The Hot Spot* is taken from another deceased American thriller writer, Charles Williams. It begins in the classic



## Screen Scene

way: a stranger arrives in a small town. The stranger is slightly mysterious, with a possible criminal past; the small town is a stew of jealousy, passion and dark secrets.

In no time, the stranger is working at the local used car lot and eyeing not only the wife of the local Mr. Big but the bank across the street as well. No good, one surmises, is going to come of all this... The plot takes on board sufficient in the way of murder schemes, hidden loot and unexpected twists to accommodate at least three more movies, while Don Johnson, dirtying up his image from his TV cop days, is suitably virile as the anti-hero. Virginia Madson as the most fatal of the various femmes involved simply burns up the screen.

The sequel industry continues unabated. In *Robocop 2* the futuristic law-enforcer — part-man, part-machine — clanks into action again, with Peter Weller achieving a level of characterisation that's surprising, considering only his mouth is visible. Otherwise, the plot is the barest minimum necessary for keeping up the practically non-stop flow of strip-cartoon mayhem.

By way of relief, crime is a

laughing matter in *My Blue Heaven*, an illustration of the old ditty which assured us, "There's something about a varsity man that distinguishes him from a cad." The cad here is Steve Martin as a Mafia underling turned informer, while fresh from varsity is FBI agent Rick Moranis, assigned the job of Martin's minder. The adventures of this incongruous pair make for a diverting hundred minutes or so.

No criminals in *Flatliners*, though there is the odd corpse or two. A group of medical students become obsessed with their patients' stories of near-death experiences and resolve to find out for themselves if there really is an after-life. In a series of experiments (which tend to take place at midnight, Frankenstein-style, during a thunderstorm) each in turn is drugged into a state where life signals are terminated (hence the title) but revived just short of brain-death. In the best traditions of Edgar Allan Poe, however, they find that although they may 'cross the line', they won't necessarily come back alone... Pretty Woman Julia Roberts stars in this stylishly morbid fantasy.

— Bob Baker

## NEW IN THE CHARTS

ADMIRALTY Charts and Publications could prove invaluable reading for the sailing fraternity as the new season approaches...

Now available free from Admiralty chart agents is the 1991 *Home Waters Catalogue* (NP109). The *World Catalogue* (NP131), a massive volume, is also available, priced £10.

In case of problems finding appointed agents or obtaining Admiralty charts or publications, customers are asked to contact the Hydrographic Office at Taunton — Tel. (0823) 337900 ext. 3333.

Publication last month of the new Admiralty chart 2451 — *Beachy Head to South Foreland and Fecamp to Cap Gris Nez* completed metric coverage by Admiralty charts of the English Channel and the north and west coast of France; an achievement marking the end of several years work.

Providing up-to-date and comprehensive navigational coverage of these waters, these charts are available at the current UK retail price of £9.80 each.

Two new publications for 1991 herald the start of a new series of *Tide Tables* designed specifically for small craft users. *Isles of Scilly to Portland* (NP 190/91) and *Swanage to Chichester* (NP 101/91) each contain daily predictions for high and low water for 11 ports in the areas covered. A4 in size, they cost £2.40 each.

The popular *Small Craft Editions* of Admiralty Notices to Mariners are published every few months during the UK sailing season (£2.30 each in 1991 or can be purchased on subscription from principal Admiralty chart agents). The four editions published each year combine into a useful source of chart corrections and information for small craft navigating in home waters and NW Europe.

Admiralty charts and publications are available through an extensive network of appointed chart agents at major ports, secondary ports and sailing centres, as listed in the catalogues.

In addition, the Hydrographic Office is extending the availability of products aimed at the small craft market by arranging for them to be more easily obtainable through local chandlers and marine retail outlets throughout the country.



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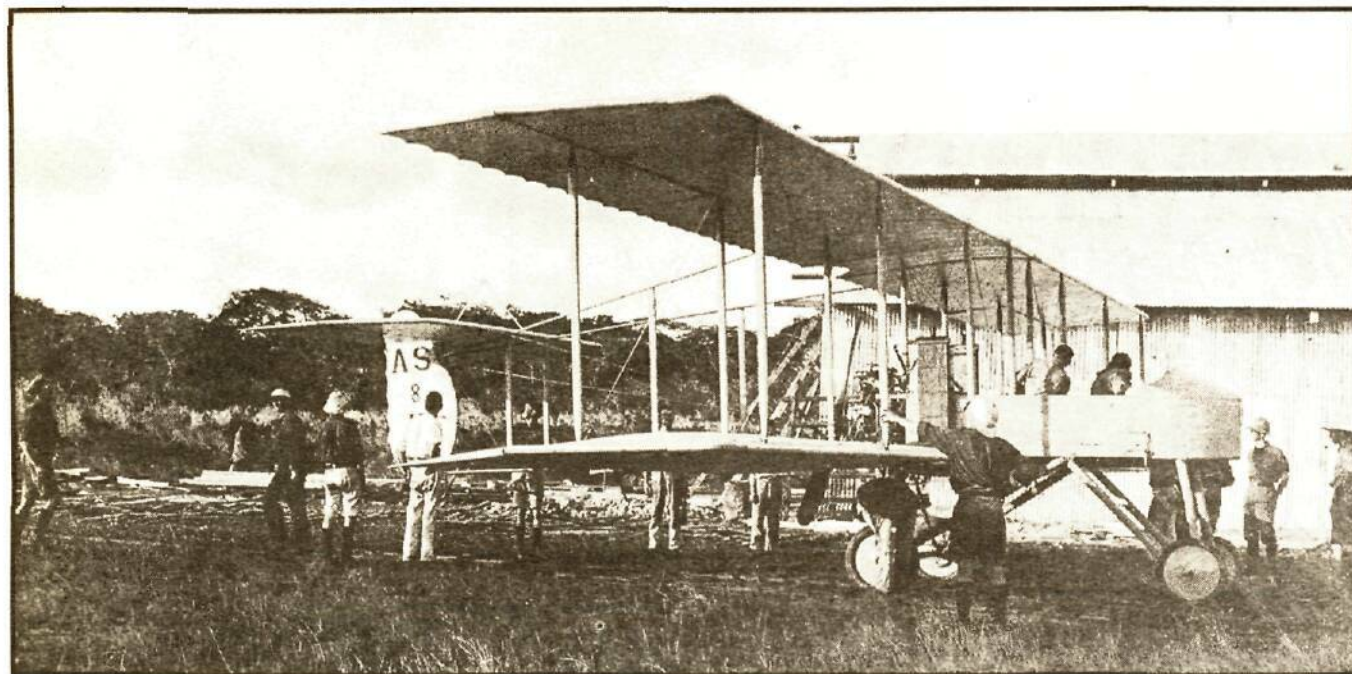
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# A pilot escapes with the seat of his pants!



Spotter plane — one of the fragile Henry Farman "pusher" machines used to direct fire on the German cruiser *Konigsberg* in the Rufiji delta in 1915, from *Royal Navy Shipboard Aircraft Developments 1912-1931*.

SOME fascinating sideshows in the early history of British naval aviation enjoy a revival in **Royal Navy Shipboard Aircraft Developments 1912-1931** (Air Britain (Historians) Ltd., £28).

Apart from early experiments with guided missiles in the 1920s — which have an obvious topical appeal since they were later transferred to the deserts of Iraq (see page 32) — Dick Cronin has fleshed out a fund of stories which might otherwise have been destined for obscurity.

Perhaps the best is provided by Sqn.-Cdr. J. T. Cull, RNAS. Without the spotting provided by some rickety Short, Caudron and Farman biplanes — some of which had been written off as "useless" but "good enough for Africa" — the action of the monitors HMS *Severn* and *Mersey* against the German cruiser *Konigsberg* in the Rufiji delta in July 1915 would have

failed. Cull's description of the aftermath of one sortie is pure Boy's Own Paper:

"On our way down my observer, with great coolness, gave a correction to the *Severn* by W/T, bringing hits from forward on the *Konigsberg* to amidships. He also informed the monitors we were hit and descending and asked for a boat, after which he wound in his aerial... we noticed a 1-inch hole through a cylinder, though probably there was other damage to account for so sudden a stoppage.

"Our landing on the water was very slow but the machine on touching at once turned a somersault. My observer was shot over my head well clear — I however had foolishly forgotten to unstrap my belt and I went down with the machine. My feet also were entangled and I had the greatest difficulty in freeing myself, tearing off my boots and legs of my trousers in so doing. When I came to the surface my observer was hunting in the wreckage for me and we both then started swimming for the *Mersey* whose motor boat picked us up after a short time and took us on board."

● Latest in an excellent series on individual aircraft from Air Britain is **The Hampden File** (available from author Harry Moyle at 57 Astbury Avenue, Parkstone, Poole at £16.50, profits to Service charities).

Not one of the outstanding aircraft of the Second World War, this rather unlovely twin-engined Handley Page medium bomber suffered a heavy loss rate — 1,172 out of 1,453 supplied — and saw plenty of action at sea, notably against the battle cruisers *Scharnhorst* and *Gneisenau* in the "Channel Dash" of February 1942 when the Hampden squadrons suffered their heaviest casualties.

There were no survivors from the ten aircraft downed by enemy fire and the fact that they were sent out to attack the well-armoured ships with 500lb bombs illustrates the hopeless desperation that characterised the whole operation — "We might as well have thrown bricks at them" was the verdict of one air crewman lucky enough to return. — JFA



## At Your Leisure



### THE SMALL SCREEN...

PLANNED not only as a comprehensive practical reference for mariners on board ship and managers ashore, **Radar and ARPA Manual** also provides all essential information for candidates following ENS, radar observer and professional certificate courses.

Written by A. G. Bole and W. O. Dineley (published by Heinemann at £60), it covers the complete Radar/ARPA installation.

For the yachtsman or motor-boater, on the other hand, there is Tim Bartlett's **A Small Boat Guide to Radar** (Fernhurst Books, price £9.95), which covers the basics — understanding the salesman, how the machine works, how to operate it, getting the best picture, interpreting it, navigating blind and avoiding collisions.

Tim, a former Royal Navy officer, is a practising yachtsman and navigation instructor and is technical editor of *Motor Boat* and *Yachting* magazine.

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# CARRYING THE FIGHT ASHORE

THOUGH it came of age in the Second World War, modern amphibious warfare still takes its essential doctrine from the disaster of Gallipoli.

Admiral Sir Herbert Richmond would write that "in no operation of war are happy-go-lucky methods more certain to result in failure than those of the amphibian type".

The campaign to capture Constantinople in 1915 is a case in point, for here the British lack of preparation — there was time enough for planning but not enough to build a balanced amphibious force from scratch — and the loss of surprise after the failure of the naval attempt to force the Narrows, meant that the next phase of the assault was bound to fail in turn.

In the latest of the Brassey's Sea Power series, *Amphibious Operations* —

*The Projection of Sea Power Ashore* (Pergamon Press £12.95), Michael Evans spells out the lessons learned from this and many subsequent waterborne enterprises with a clarity unusual in studies of this type.

### White Russians

His strong sense of balance pays more than lip service to the concerns of other interested parties on the international scene — as with his commentary on recent Soviet proposals to reduce maritime activity in the Baltic, Norwegian and Greenland seas and to limit exercises to one per year: "There is undoubtedly a Soviet concern about the threat to its own territory from carrier and amphibious forces, which the West may regard as extreme, but Soviet memories recall the intervention in support of the White Russians in 1919 much more than we do."

With recent events in Central and East-

ern Europe, making predictions about strategy, equipment and manpower "extremely hazardous", he concludes that "the inherent flexibility of amphibious forces" should be "applied with both discretion and discrimination to support crisis management in a highly uncertain world."

His three main themes — the value of an amphibious force in being, the need for sound and flexible command and control and the fact that amphibious operations sometimes provide the only key to unlocking a stalemate — are still less well understood than they ought to be.

He points out that Admiral Gorshkov saw the last point very clearly, though: "Since the goals of a war were achieved mostly by taking over the territory of an enemy, successful operations of fleet against shore brought a better result than the operations of fleet against fleet."

JFA

ONE of the outstanding ship designs of the post war period *Leander Class Frigates* are put under the microscope by authors Richard Osborne and David Sowdon.

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Their work traces the design and development of the class from 1958 to 1990, and is illustrated with over 120 black and white photographs.

Quite apart from its important place in the Royal Navy, the *Leander* design was adopted partially or wholly by the navies of Australia, Chile, Netherlands, India and New Zealand, with 18 ships in all being built for or by these nations.

*Leander Class Frigates* is available at £13.50 from World Ship Society Publications, 11 Beechwood Road, Nailsea, Avon BS19 2AF.

Meanwhile, writer I. McD. G. Stewart subtitles his book *The Struggle for Crete as A Story of Lost Opportunity*. He concludes the events of May 20 to June 1 1941 amounted to a great chance missed by the Allies; that the Germans could have been repulsed and Crete saved to become a base from which to threaten Hitler's hold on the Balkans.

*The Struggle for Crete* is in reprint by Oxford University Press at £7.95, having first been published in 1966.

An account of his journey from rural England in the early '30s across the world and through the War, Reginald Sanderson's *From Land to Sea* is written straight from the heart.

If the dialogue seems rather dated it probably reflects well enough the period described and the patent decency of the author, who maintained through his Royal Navy years a determination to do his best and seize opportunities offered. Sandy's tale is published by Silent Books at £12.95 hardback. It can be obtained direct from the publishers at 132 Boxworth End, Swavesey, Cambridge CB4 5RA, adding £2.75 for post and packing.

## U-BOATS EXACT HEAVY PRICE FROM BRITISH MERCHANTMEN

DURING the First World War over 2,500 British merchant ships and auxiliaries on Admiral's service were sunk — over 80 per cent of them by U-boats.

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The essential detail of the carnage is catalogued by A. J. Tennant in *British Merchant Ships Sunk by U-boats in the 1914-1918 War* (from the author, c/o 15 Coronation Road, East Grinstead, West Sussex at £17.50).

Tonnage, dates and positions are given with notes of cargoes carried, numbers of personnel lost, points of departure, intended destinations and the submarines responsible where known.

The scheme of referral in blocks of vessels lost by a total of over 500 shipping companies is complemented by separate indices of ships' names and principal locations to produce a work of reference. — JFA

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**HMS Manitoulin:** Any member of the original crew, photographed in Halifax, Nova Scotia, please contact Mike Hennessey (Buntis) at 6 Allerton Road, West Derby, Liverpool L12 4XS.

**HMS Loyal (1942-44):** If any who were with us during the ship's Mediterranean life would wish to contact Harvey Bennette (ex-L/SBA) at 24 Chilcombe Way, Lower Earley, Berks. RG6 3DA, he is willing to be a sort of "post office" for you. (Sae appreciated).

**HMS Burnham:** Sam Langford, 50 Drew Gardens, Greenford, Middx UB6 7QG (Tel 081-902-9001) would like to contact George Bullock, Alan Webb, Roy Price, Ron Hutchins and anyone else who served in Burnham 1940-44.

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**HMS Alert (1948-59):** Mr. L. B. Jordan, 1 Jameson Court, Avenue Road, St. Albans, Herts AL1 3QA (Tel 0727-50394), would like to get in touch with Arthur Mulvey who served with him in HMS Alert.

**HM Submarine Scythian (Wartime crew):** Would anyone knowing the whereabouts of ex-EA Norman Greenway and/or L/TEL Jack Steer, please contact ex-PO TEL Don Green, Box 120, Eagle Bay, B.C., Canada V0E 1T0.

**HMS Orion, Cuba 1939:** Mr. Jack Loader would love to hear from any old shipmates who served with him at that time. Please get in touch with him at 'Penrhos', Llwynon Road, Great Orme, Llandudno, Gwynedd, N. Wales.

**HM Submarine P615:** Ex-Sig A. W. Bennetts, 35 Norm Street, Kenmore, Queensland 4069, Australia, would like to contact anyone who served in P615 at the time the film 'We Dive at Dawn' was made, and crew photos taken by Gainsborough Films, when working up from HMS Porch.

**HMS Job (1942):** Cyril Varley, 178 Burn Park Road, Houghton-le-Spring, Tyne and Wear DH4 5DH, would like to hear from any of the first draft to Job 9, with a possible reunion in mind.

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**HMS Penns, HMS Ledbury, HMS Bramham:** Would any ex-members of the ships companies of any of these ships who served in them during the Malta convoy of August 1942 (Operation Pedestal) please contact Lieut. Cdr. E. F. Baines, 44 Upper Park Road, Camberley, Surrey, GU15 2EF.

**HMS Guernsey (1982/3):** Allan Bell, ex-Chief of the Boat (last ship) and any other members of the crew who were affiliated with the Peel Vikings, please contact s/m Basil Crompton, 1 Cubbons Close, Peel, Isle-of-Man (Tel 062-484-2357).

**Michael James Channon:** Joined RN as a 17-yr-old in 1961, served for more than 10 years, mainly in submarines and in HMS Thermopylae, originally from Bestwood Village, Notts. Old shipmate Ralph Osborne is keen to get in touch — please contact him at 47 Kempton Drive, Arnold, Notts. NG5 8EU (Tel 0602 205569).

**HMS Dolphin (1940-42):** Peter Coultie, 19 Rhynie Road, Dundee DD5 1RH (Tel 0382-74126) would like to make contact again with old shipmates Norman Gaylor, Dennis Stokes and Eric Trafford, writers in the pay office, and Douglas Jepson, victualling office SA.

**Bill Harrison, ex-ERA 74 LCT Flotilla:** Last seen Java and Singapore 1946, last known address — Wilmslow Road, Handforth, Cheshire — any information as to his whereabouts please, to Mr. J. E. Archer (ex-C/ERA) 33 Nasmith Ave, Denton, Lancs. M34 3EE.

**HMS Diomed (1940-42):** Fred Williams, (Bungy), would like to hear from Bob Watson, Scapa Mearns, George Butcher and any other shipmates. Write to 226 Airport Heights Drive, St John's, Newfoundland, Canada A1A 4X2.

**HMS Rodney (1941-44):** Ken James is anxious for news of old shipmate John Raymond Beswick, ex-torpedoman. Contact him at 46 Alderville Road, Walton, Liverpool L4 9SW (Tel 051-226-7788).

**HMS Eskimo Tribal Destroyer Assn:** The Assn is still looking for old shipmates from 1940-45. Please contact Joe Ayton, 'Hollow Dene', Hooley Drive, Rayleigh, Essex SS6 9RA (Tel 0268-785436).

**MTB and MGB Flotillas (Second World War):** Dr. Eric Gurney, who served with the 1st, 21st, 22nd and 72nd MTB Flotillas and the 6th MGB Flotilla, would be pleased to hear from any old shipmates. Contact him at 'The Filberts', Stoke Row Road, Kingwood Common, Henley-on-Thames, Oxon. RG9 5NG (Tel 04917-708).

**HMS Pearl:** Geoff Lancashire, Hon Sec of the Pearl ex-Shipmates Assn., 1 Rosham Court, South Hill Ave, Harrow-on-the-Hill, Middx. HA1 3NX is keen to hear from Bart Orvis of Ipswich who sent in wartime photos but gave no address.

**Algerine Assn:** Mr. W. Lawrence, 20 Thornhill Drive, Armley, Leeds LS12 4LQ (Tel 0532-796907) would like to hear from ex-ships company members of Tenby, Bangor class, Pelorus, Algerine class.

**Destroyer Escort Sailors Assn:** If you served during the Second World War on an RN Frigate (ex-US destroyer escort) or either the Captain class (turbo-electric) or

the Captain class (turbo-electric), then the Destroyer Escort Sailors Assn, Inc. in the USA (National Office in Orlando, Florida) would like to hear from you, as they are starting a Chapter overseas (12 UK members already). Please contact James H. Denver, 63 Eleanor Road, Springfield, MA 01108, USA. (Tel (413) 734-0171).

**Malta Convoys (Operation Pedestal):** It is hoped to organise a cruise in 1992 to commemorate the 50th anniversary of the Operation, the last convoy to sail to Malta. Open to all RN and Merchant Navy personnel who took part, and their families. No precise details yet as planning is in early stages, but anyone interested please contact (sae please) — Albert Tait (ex-HMS Lightning) at 218a Leicester Road, Wigston Fields, Leicester LE8 1DS.

**Tobruk Harbour, 1942:** Georgie Falcus writes — On or about 18 June 1942 while serving as coxswain on assault landing craft, we were under constant shelling from German forces all day. Forced to abandon ship when the engine was hit by shrapnel, I had a lift in another craft, arriving at, I think, El Daba, where we went ashore for food, water and fuel. I have a photo of the occasion and the lads who were there. It was a long time ago, but are any of them still around? Please contact Mr. J. Falcus, 63 Solar House, Town Centre, Sunderland, Tyne and Wear SR1 3EQ.

**HMS Ajax and River Plate Veterans Assn:** Open to all who have served on any of the ships bearing the proud name Ajax. Subscription is £4 p.a., there is a quarterly newsletter, and annual reunion in London in October. Details from Charles Maggs, The Chalet, The Croft, Hastings, E. Sussex TN34 3HH (Tel 0424 425604).

**HMS Cottesmore (1942):** Mr. R. Sills, 93 Ballacry Park Colby, Isle-of-Man (Tel 0624-834579) is very keen to get in touch once more with his old shipmate Jack Steele, who was a radar operator in Cottesmore, later a Petty Officer in 1943-4, when they lost contact.

**HMS Mounsey (1944-45):** Ex-RDF Bill (Freddie) Bartholomew, 61 Lawe Road, South Shields, Tyne-and-Wear NE33 2AL would like to hear from any ex-crew members, especially Richard A. Rowland and George Mitchener.

**Ex-Royal Marine F. W. (Jake) Kilbride:** Served during the War in HMS Ark Royal, Howe, Nelson and Excellent (as dispatch rider). His old shipmate, Mr. B. G. Jackson, 68 Spring Rise, Egham, Surrey TW20 9PS (Tel 0784-433087) is keen to get in touch with him.

**HMS Pheasant (1943-46):** Les Peach, 16 Ormond Ave, Hampton, Middx. TW12 2RU (Tel 081-7831567) would be pleased to hear from old shipmates.

**Exmouth Division, Torpoint (1942-46):** The G has sounded — before we assemble on the Great Celestial Parade Ground for our Final Divisions let us have a reunion on the 15 June 1992. Co-ordinator: Mick Corbett, 1 Melbourne Cres, Stafford ST16 3JU. We have traced only 11 out of 72 so far.

**HMS Haitan 1943-45 (Maraga, Maldives):** Ex-quartermaster Jack (Scoup) Coulter, 16 Longhouse Road, Mxendon, Halifax HX2 8RE (Tel 0422-249550), would like to hear from old mates Joe Rayson, late of Parliament St., Liverpool, and Alex McCracken from Wigtonshire.

**LCT 923 (D-Day):** Mr. I. J. Docherty, 1 Ur Terrace, Castle Douglas, Kirkcubrightshire DG7 1BL wishes to hear from any ex-crew members who spent D-Day on the beach at Arromanches, with view to reunion.

**Leading Steward Alec Newman:** Ex-Leading Cook Tom Edginton, would like to hear from Alex, his former shipmate in HMS Cormorant, who served also in 'Frigate No. 45' in 1943-44 and prior to that in HMS Nelson. Contact Mr. T. Edginton, 39 Malvern Road, Gorse Hill, Swindon, Wilts SN2 1AT.

**333 Squadron (1938):** Any ex-squadmates of John Stringer, please contact him at 157 Torrington Drive, Loughton, Essex IG10 3TD.

**Fleet Air Arm (Pre 1940):** Frank Wyles, 22 Fintree Avenue, Normanby, Middlesbrough, Cleveland TS6 0PH (Tel 0642-453685), would like to hear from any pre-1940 Direct Entries into the FAA who 'have now changed their ID and Station Cards for Bus Passes'. Frank is ex-SFX 216 — he wonders if there was an SFX1.

**HMS Pique (1944-46):** Mr. J. Skidmore, would like to hear from any ex-shipmates in 40th-42nd Flotillas. Contact 8 Croftlands Road, Crosscres, Withenshaw, Manchester M22 7UP.

**820 Squadrons (1942-44):** Joe Tapley SFX275, ex-Air Artificer 4th, of 116b Parklands, Wotton-u-Edge, Glos. GL12 7NR, would be pleased to hear from any old sqn lads, particularly Air Mechs or Air Fitters.

**HMS Ganges (Hawke Div., 1951-52):** 'We often won the monthly cake for the best kept mess — God help us if we didn't!' Anyone remembering those days, please contact Mr. R. B. Harris, 1 Hollies Walk, Wootton, Beds MK43 9LB (Tel. 0234-768981).

**MTB 341, HMS Benbow, Trinidad:** Ex-AB-AA3 Bob Dodsworth would very much like to hear from ex-Stoker Joe Sidaway (or Sideway), who lived in the Stourbridge area. Contact 4 Kittiwake Close, Oulton Broad, Lowestoft, Suffolk NR33 8PR (Tel. 0502-569709).

**MTB 377:** Mr. H. Ellis (Yorkie) of 11 Lidgate Close, Batley, Carr, Desbury, West Yorks WF13 2DD, would be pleased to hear from old shipmates.

**HMS Eskimo (1040-45):** Joe Ayton, Secretary of HMS Eskimo Assn., would like to hear from any ex-crew members. Contact him at Hollow Dene, Hooley Drive, Rayleigh, Essex SS6 9RA (Tel. 0268-785436).

**HMS Leander (NZ Div. 1937-40):** Old shipmates of ex-Stoker Joey Porter can contact him at Flat 3, Anne Askew House, Stalling Borough, Grimsby, South Humberside DN37 8BE (Tel. 0472-887121).

**HMS Ukussa (1944-46):** Mr. A. J. (Blondie) Hawker, would like to hear from any Wrean (JJs) who served with him at FAA base, Katurarunda, Sri Lanka (Ceylon). Contact him at 17 The Lea Causeway, Kidderminster, Worcs DY11 6PB (Tel. 0562-754969).

**Defensively Equipped Merchant Ships (DEMS):** DEMS personnel served throughout the Second World War, manning the guns in all types of merchant ships. Former DEMS ratings are invited to get in touch with Len Bainborough, Hon. Sec. DEMS Assn. (Southern), at 89 Shelston Ave., Feltham, Middx. TW13 4QT (Tel. 081-890 4233).

**HMS Sparrow (1949-51):** Ex-MEM Lofty Draper, 'Aysgarth', Cross Lane, Bexley, Kent DA5 1HZ (Tel. 0322-523438), would like to hear from anyone who served during this time, especially Brum Skelding, J. Collins, K. Cook, P. Jackson and Spud Martin.

**HMS Pheasant (1943-46):** Ex-Telegraphist John Gillis, 194 Canterbury Road, Herne Bay, Kent CT6 5UB, would like to hear from anyone who served aboard and is not yet a member of their ex-shipmates assoc.

**HMS Kipling:** Reunion on 8 June 1991 at Ashburn Hotel, Fordingbridge, Hants. Contact Eric Clarke, 11 Melrose Ave, Cove, Farnborough, Hants. GU14 9SY (Tel 0252-548853).

**HMS Nelson (Battleship):** The sixth reunion will be held at HMS Nelson, Victory Club, on May 18, 1991. All ex-ships company and ex-ships company of sister ship HMS Rodney are welcome. Details from Mr. G. Treadwell, 31 Clyde Road, Gosport, Hants. PO12 3DN (Tel 0705-521504).

**HMS Sussex Assn:** The fourth reunion will take place at the Falcon Hotel, Stratford-upon-Avon on 22/23/24 March 1991. Along with a representation of the FEPOWs who came aboard Sussex after the Japanese surrender at Singapore, Sept. 12th 1945, altogether 130 will sit down to a reunion dinner.

**HMS Duke (Malvern) 1941-46:** The second reunion will be held at Malvern, 11-14th April 1991. All interested ex-ship's company and trainees contact — Philip Brown, 10 Ranilurley Road, Sutton, Surrey SM1 3JB (Tel 081-644-8557).

**HMS Torquay:** The reunion for ship's companies of all commissions of HMS Torquay will take place on 6 April 1991 at Torquay. All interested please contact Mr. T. Howard, 13 Cheshire Close, Newton-le-Willows, Merseyside WA12 8PY (Tel 0925-226764).

**HMS Black Prince:** The fifth reunion will take place at the St. James Hotel, Leicester on 4 May 1991. For details contact Mr. H. Johnson, 190 Winstanley Drive, Leicester LE3 1PD.

**MTE Rosyth, Grenville Div. (1941-45):** A reunion is being planned to take place at Portsmouth on 3 Sept 1991. Those not already in touch contact Eric Ravenscroft, 20 Third Ave, Havant, Hants. PO9 2QS.

**8th Destroyer Flotilla and Squadron Assn:** The Assn, which includes CO, CA and CH destroyers from 1945-63, will be holding their fourth annual reunion in Scarborough on Sept 14 1991 — details from Ernie Balderson, 43 The Old Place, Sleaford, Lincs. NG34 7HR (Tel 0529-413410).

**360 Squadron 25th Anniversary:** Many thanks to those ex-Sqn members who have registered. However, there must be many more members who would like to be included in next year's celebrations. Do notify the Sqn. Adjt., Flt. Lieut. S. Andrews, 360 Sqn, RAF Wyton, Huntingdon, Cambs. PE17 2EA (Tel 0480 52451 ext 5678).

**HMS Eskimo (Tribal) Assn:** The third reunion has been booked for 27-30th Sept 1991. Full details from Joe Ayton, Hollowdene, Hooley Drive, Rayleigh, Essex SS6 9RA (Tel 0268-785436).

**HM Hospital Ship Ophir (1943-46):** Anyone interested in a reunion, please contact Mr. B. Redington, 1 Grange Close, Oulton, Huddersfield, Yorks. HD3 3FU.

**HMS Hermes (1966-68):** Paul Longden, 2 Goodsell Close, Hill Head, Nr. Fareham, Hants PO14 3PY is trying to locate a copy of the 3rd Commission Book.

**Lieut. William Satter RNVR (1945-48):** Dr. Christopher Milligan of McGill University Faculty of Education, 3700 McTavish Street, Montreal, Quebec, Canada H3A 1Y2, is concerned in writing a book about the sinking of the Australian Hospital Ship Centaur, torpedoed off Brisbane on 14 May 1943 by a Japanese submarine. Lieut. Satter of the British Minor War Crimes Office, Tokyo (1945-48) was a prosecution investigator in the Centaur case, and also investigated atrocities against survivors from SS Ascot, British Chivalry and Sully. Dr. Milligan would very much like to contact him or his next of kin if he is deceased.

**HMS Sussex (1938):** Oldham RNA would appreciate any information concerning a brass anchor inscribed 'Aladdin — Christmas 1938, HMS Sussex'. Please contact Mr. M. Stott, 21 Dalehead Drive, Shaw, Nr. Oldham, Lancs OL2 8JT.

**HMS Ajax, HMS Exeter (1939):** The Chilean Earthquake Medal of Concepcion is available for former crew members present at the earthquake relief operation, January 1939. Further information from Charles Maggs, Treasurer, HMS Ajax & River Plate Veterans Association, at 'The Chalet', The Croft, Hastings, E. Sussex TN34 3HH (Tel. 0424 425604).

**St. Paul's Anglican Pro-Cathedral, Valletta:** Many serving and ex-Royal Navy members will have worshipped at this cathedral whilst in Malta; an appeal for donations to help with the cost of repairs and maintenance is being launched — contributions (in any currency) may be forwarded to The Hon. Treasurer, St. Paul's Anglican Cathedral, Valletta, Malta G.C.

**HMS Atheling (Dec. 1943-Jan. 1944):** Mr. J. Buckland was a schoolboy evacuee when he returned from Canada on this escort carrier. He would like to get in touch with any of her crew then, or who went out to the Far East later. Mr. Buckland was Navigating Officer of SS Camarvon Castle 1955-56 and would be also interested in hearing from anyone who served on this ship 50 years ago during its engagement with the German raider Thor. Please contact him at 28 Deeside Avenue, Fishbourne, West Sussex PO19 3QF (Tel. 0243 783480).

**TS Saumarez, Teddington:** This Sea Cadet training ship boasts a fully equipped Wireless Office/MCO/MSO but lacks a regular instructor to teach the youngsters in the relevant skills. Any ex-communicators living in the West London area who would be willing to take on this rewarding task are asked to contact — Lt.-Cdr. David Rowles, CO of TS Saumarez, Fairways, Teddington, Middx.

**HMS Cygnet (1947):** In the 1947 Portsmouth Naval Regatta a whaler from Cygnet's Comms/Misc. Depts. won first place. If any of the members of that crew are still around, please contact Jack Ranson (Ex-OS, PLX 796130) at 14 Moore Crescent North, Houghton-le-Spring, Tyne and Wear DH5 8LQ.

**HMS Ramilles/HMS Vernon:** In 1940 Ramilles was presented with a Chieftain's Skirt by New Zealanders, the skirt being guaranteed to ward off any harm in battle, providing that the Captain wore it in action. Sure enough the Ramilles remained unscathed, with two notable near-misses, once off Madagascar when two Japanese torpedoes went through her 4" magazines and on to the 15" magazines, but never exploded and no-one was hurt, and secondly at the D-day landings when torpedoes from German MTBs narrowly missed, two passing down the port side and five down her starboard. When Ramilles finally paid off the skirt was transferred to HMS Vernon, but, although intensive searches have been made, it has not been found since. The organisers of the Ramilles reunion, to be held at Blackpool in April, would very much like to be able to find it for the occasion. Would anyone with any information as to its whereabouts please contact Mr. K. E. Hunt (ex-Boy Seaman/OD/AB) at Princess Christian Homes, Knapthill, Surrey. GU21 2SJ.

**801 Sqn Seafires, Skeabrae, 1944:** Mr. Gregor Lamb, Tanzy Cottage, Rumpston, Yeovil BA22 8AQ, has some fine photographs of individual pilots with their aircraft. Can anyone help him to identify them?

**Ex-British Pacific Fleet Ships' Association:** secretaries are asked to contact Stuart Eadon, 3 Waterside House, Upton-upon-Severn, Worcs. WR8 0JD, concerning the book 'Kamikaze'.

# FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month.

GREECE was severely threatened when Bulgaria joined the Axis and the Germans swept south to join the Italians in the attack.

Keeping to their pledge, the Government ordered the transfer of troops and aircraft from North Africa. Some 50,000 men and their equipment were conveyed to Piraeus during the month. Twenty-five merchant ships were sunk, mostly returning empty. The Italian Fleet made a sortie against the convoys but was intercepted by the Mediterranean Fleet and the battle of Matapan resulted.

Merchant shipping losses topped half a million tons, the worst month yet.

Principal events included:

- 1: 826 Squadron, HMS Formidable, attacked Massawa.
- 2: Successful Commando raid on the Lofoten, supported by destroyers. Transport of troops from Egypt to Greece began.
- 3: HM corvettes Arbutus and Camelia sank U70 in NW Approaches.
- 4: HMS Wolverine sank U47 in North Atlantic.
- 5: HM ships Southdown and Worcester repulsed E-Boat attack on East coast convoy.
- 6: HMS Walker sank U99 and with HMS Varoc sank U100. First operational detection

- 7: HMS Visenda sank U551 in North Atlantic.
- 8: HMS York sank in shallow water by Italian explosive motor boat in Suda Bay, Crete.
- 9: Battle of Matapan. Italian heavy cruisers Fiume, Pola and Zara and two destroyers sunk.
- 10: HMS Bonaventure sunk by Italian submarine off Crete. HM submarine Porpoise sank Italian submarine Pier Capponi off Stromboli.

Taken from the Royal Navy Day by Day.

## Reunions

**HMS Crossbow:** Reunion, all commissions, will be held at the Leatham Room, Union Jack Club, Waterloo, London at 7.30 pm, 18 April 1991.

**HMS Cornwall (1939-42) Assn:** Annual reunion will be held at the Gasque rooms, Union Jack Club, Waterloo Bridge Road (opp. opposite Waterloo BR Station) on Sat. 13 April 1991. Further details from Peter Scott (Sec.) at Galward Close, Winchmore Hill, London N21 1AS (Tel 081-360 8236).

**RN & RM Gunners and Misslemen's Assn:** The annual reunion dinner will be held on Sat. 4 May 1991 at the Royal Sailors' Home Club, Portsmouth. Cost £20. Black tie. Members old and new, welcome. Enquiries — Ray Harvey, Tel 0705 863271.

**177 (1st Blackpool) Air Training Corps:** A reunion is proposed for April 1991. Anyone interested in attending please contact Flt. Lieut. D. R. Hill, Tel 0253 41158.

**HMS Orion Assn:** A mini-reunion will be held on Fri. 19 April 1991 at the Nautical Club, Bishopsgate St. Birmingham. Further details from Derek Kent, Tel 051 924 4496.

**George Cross Island Assn:** North West Branch third annual reunion at the Notbrook Castle Hotel, Blackpool on Sat. 13 April 1991. Details from Ron Jones (Sec.) 29 Thackeray Gardens, Bootle. (Tel 051 928 4337).

**HMS Charybdis Assn/HMS Limborne (1942-43):** The annual AGM and dinner/social evening will take place on Sat. 20 April 1991 at the Apollo Hotel, Hagley Road, Edgbaston, Birmingham. AGM 1330. Dinner/social evening 1930. Enquiries to Jim Duckworth, 87 The Hove, Mordishaw, Runcorn, Cheshire WA7 6EE.

**HMS Newfoundland:** Third annual reunion will be held on 11 May 1991 at the Mountbatten Room, the Nautical Club, Birmingham from 1030-1530. Any ex-Newly is interested should contact Joan and Reg Davies, Chenevare Lodge, The Compa, Kivver, Nr. Stourbridge, West Midlands DY7 9H.

**HMS St Vincent 1952 (Hawke 35 Class):** Reunion details from Mr. R. G. Wilson, 1 Benchwood Road, Fawley, Hants SO4 1JD (Tel 0703 401687).

**HMS Gloucester (1939-41):** To mark the 50th anniversary of the sinking of a fine ship, a commemorative service in memory of our shipmates who lost their lives will be held at Gloucester Cathedral on 22 May 1991. The annual gathering of survivors and ex-crew (The Fighting G Club) is to be held in Plymouth on 25/26th May 1991. Further details from Mr. Ian Gardiner, 3 Chestnut Ave, Hornsea, Waterlooville, Hants (Tel 0705 591345).

**Blake Division Artificer Apprentices (1940):** Change of venue — the next reunion will now take place at the RNEB's Memorial Club, Clarence Parade, Southsea (not Royal Sailors Home Club). Same date, April 20. Details from Mr. R. C. Corbess, 9 St. Catherine's Court, Cambridge Drive, Ipswich IP2 9DF. (Tel 0473-683476).

**Western Approaches Convoy Signalment:** Those who worked the North Atlantic Convoys from the Liver Buildings, third reunion lunch at the Adelphi Hotel, Lime Street, Liverpool on Fri. 24 May 1991. Any Con-Sig not contacted write to Mr. L. F. Matthews, 10 Black Pond Lane, Lower Bourne, Farnham, Surrey GU10 3NN.

**Majestic Caledonia Assn:** AGM will be held in the RNA Club, Roker Avenue, Sunderland, on May 3, 1991 at 1900 hrs.

**HMS Chinkara (Landing Craft Base, South India 1944-46):** A nostalgia weekend will take place, beginning Friday, May 24, 1991 at Stratford-upon-Avon. This is the second such event since 1946 for those associated with the base — shore crew, or stopping over for a spell at OOTY. For details please contact ex-MEOP103 LjWM Collin (Butch) Baker, Maltkiln Farm Cottage, Blackpool Old Road, Lt. Eccleston, Preston PR3 0YQ, sae please (Tel 0995-70495). Nationwide contact list available. Chinkara Theatre is now a Navy Museum.

**Royal Marines School, Thurstleston, Devon (1941-46):** All Royal Marines and Wrens who attended the School between 1941-46 are invited to the RM Old Comrades Grand 50th Anniversary Reunion. The celebration lunch and church service will take place in Devon during June 1991. Enquiries please to PO Box No 1, Kingsbridge, Devon. TQ7 3QL. Accommodation can be arranged.

**HMS Croome (1941-44):** The fourth annual reunion will be held in Bromsgrove on Sat. 11 May 1991. For details ring Mr. R. Coulson Leyland (0772-622223).

**HMS Ladybird, Sasebo, Japan. (1950-53):** The fourth reunion will be held on Sat. 6 April 1991 in the York Rooms,



# Frank and Jean are in the chair

**FRANK** Maynard (85) served in the Royal Marines from 1921 until 1945 and now lives with his wife, Gwen, in Copnor, Portsmouth.

He is totally blind and his wife Gwen is crippled with arthritis in her knees and is also very deaf.

Both have mobility problems, particularly in negotiating the stairs in their home.

Their occupational therapist, Mrs Sara Lawbury, identified the need for a stairlift to be installed in the Maynards' home and she wrote to the RNBT asking if the trust could assist in helping to purchase a Liftability lift, costing £1,634.

The grants committee was happy to help in this case and made an immediate grant of £600. They approached the Royal British Legion, Civil Service Benevolent Fund and the Royal Marines Welfare Fund who granted £350, £324 and £200 respectively to meet the outstanding balance.

The installation of the lift has improved Frank and Gwen's life immeasurably and the grants committee were grateful to the other organisations for assisting.

Former AB George Jones (67), who served in the Royal Navy from 1942 to 1952, lives with his wife, Jean, in Tewkesbury.

Jean suffers from mylo opathy, a complaint very similar to multiple sclerosis, and she is paralysed, spending most of her time either in a wheelchair or reclining chair.

She is totally dependent on her husband for everything and because she was unable to get in and out of the family car, even with help, George could not take his wife out to get her away from the small flat where they live.

Jean's physiotherapist recommended a rotating car seat so that she could be swung into the car from her wheelchair.

A Carmobility seat, designed for people such as Jean, was found but as the cost of the seat was totally beyond George he approached SSAFA who then asked RNBT if it could help.

The grants committee indicated its willingness and on discussing the case with the Royal British Legion, the RNBT granted £404 towards the seat with the Royal British Legion donating the balance of £346.

In his letter of appreciation, George wrote to the committee saying the kindness of the RNBT and the Royal British Legion would always be remembered by both himself and Jean.



● Frank and Gwen Maynard try out the Liftability stairlift watched by their occupational therapist Sarah Lawbury. Picture: LPhot Mick Grant.



● George Jones looks on as wife Jean get comfortable in her Carmobility seat.

## Valiant survivor of Jutland

**JAMES** Cusick (95), is a former AB who served in the Royal Navy from 1915 to 1919 and who was on board HMS Valiant at the Battle of Jutland.

James served in HMS Valiant which was part of the Fifth Battle Squadron of the Grand Fleet under the command of Admiral of the Fleet, later Lord Jellicoe, who, in 1922, was responsible for the formation of the Royal Naval Benevolent Trust following the amalgamation of the Grand Fleet and other kindred Funds.

ministered by the trust.

James believes that he is the only surviving member of the Fifth Battle Squadron who fought at Jutland and it is fitting that after so many years, the RNBT, which was founded by Lord Jellicoe, is able to help once more, one of the men who served in the Grand Fleet.



● James Cusick.

### Weekly annuity

James' case was brought to the notice of the RNBT by SSAFA Sheffield and the grants committee were delighted to be able to award a regular weekly annuity of £5 in his favour using the Jellicoe (Greenwich Hospital) Annuity Scheme ad-

### Death of President

ALL those associated with the Royal Naval Benevolent Trust have been deeply shocked and saddened by the recent death in office of the Trust's President, Vice-Admiral Sir James Kennon, KCB, CBE. During the seven years of his presidency, Admiral Kennon made a significant contribution to the work and development of the Trust. He was a most kindly and charitable man, who will be very greatly missed.

## BOXING CLEVER

LAST year, the RN Boxing Team took part in a tournament in Liverpool at which Mainstay Industrial Services raised a considerable sum for local charities.

In recognition of the RN Boxing Team's contribution to the evening the firm sent them a

cheque for £150 which the boxers decided to donate to the Trust, at the same time passing Season's greetings to RNTB.

The Trust is very grateful to the RN "pugilists" for their very generous gesture in supporting the work of the RNBT.

# R N B T

made grants and Annuity payments of

# £1,180,273

during the Financial year 1989/90

Will YOU give

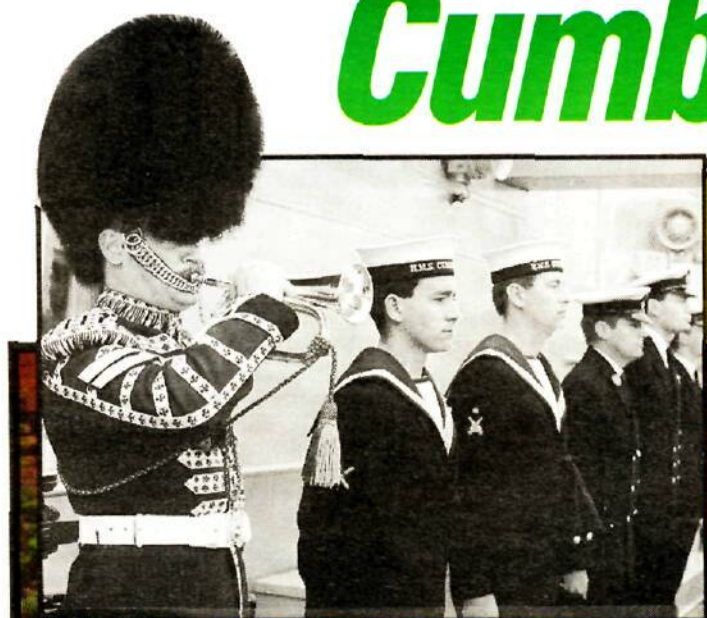
# R N B T

YOUR support?

Grants Committee: 2a Tipner Road, Portsmouth, Hants PO2 8QR  
General inquiries: Head Office, High Street, Brompton, Gillingham ME7 5Q2



# Cumberland goes South



● Left — Corporal Colling of the Grenadier Guards sounds the alert as Cumberland leaves Gibraltar.



● Above — Here's a chap who knows his onions! At St. Helena, Supply Officer Lieut. Alasdair Finlayson strikes a bargain to secure a field of onions and a field of cabbages for the ship's veg. lockers. The price was right — the snag was that the duty watch had to dig them up!

When HMS Cumberland made the 8000-mile passage to take up her South Atlantic duties the journey was far from dull, with the preparations for her operational role taking place, interspersed with ceremonial, sporting events, and good fun, both on board, and ashore at her two ports-of-call en route to the Falklands.

## Rock ...

Gibraltar was the first stop for HMS Cumberland as she headed south and here old acquaintance was renewed with Lady Refell, wife of the Governor of Gibraltar, who had launched the ship back in 1986 at Glasgow.

Lady Refell visited the ship to present LS and GC and Gulf medals to members of the ship's company, then later in the week she fired the starting gun for the ship's "Top of the Rock" race, (won by CPO Dave Wainwright) and the following day she spent at sea in Cumberland, as the journey south continued.

Also embarked as Cumberland left Gibraltar were nine Grenadier Guards, en route to join their unit in the Falklands.

Crossing over the Equator brought forth King Neptune and his entourage to ensure that due respect and reverence was paid by the many members of the crew for whom "crossing the line" was a first-time experience.

A hilarious (for some) and harrowing (for others!) afternoon ensued, with the large cast of Neptune's Court playing their parts with dedication and relish.

St. Helena, famous as the island to which Napoleon was exiled after his defeat at Waterloo, is a remote place to say the least and visitors are rare, so when Cumberland arrived here for her two-day visit, the welcome was a warm one.

All of the ship's company took the opportunity to get ashore and look around this remarkable but tiny British outpost, with a population of just 6000.

Golf and shooting matches were arranged, and both won by the St. Heleners, but Cumberland triumphed in the soccer match with a 2-1 victory.

On both evenings of the visit extremely successful discos were arranged by the islanders, and the Governor of St. Helena, Mr. Robert Stimson, hosted 75 of the ship's company at a reception in his residence high up in the hills.

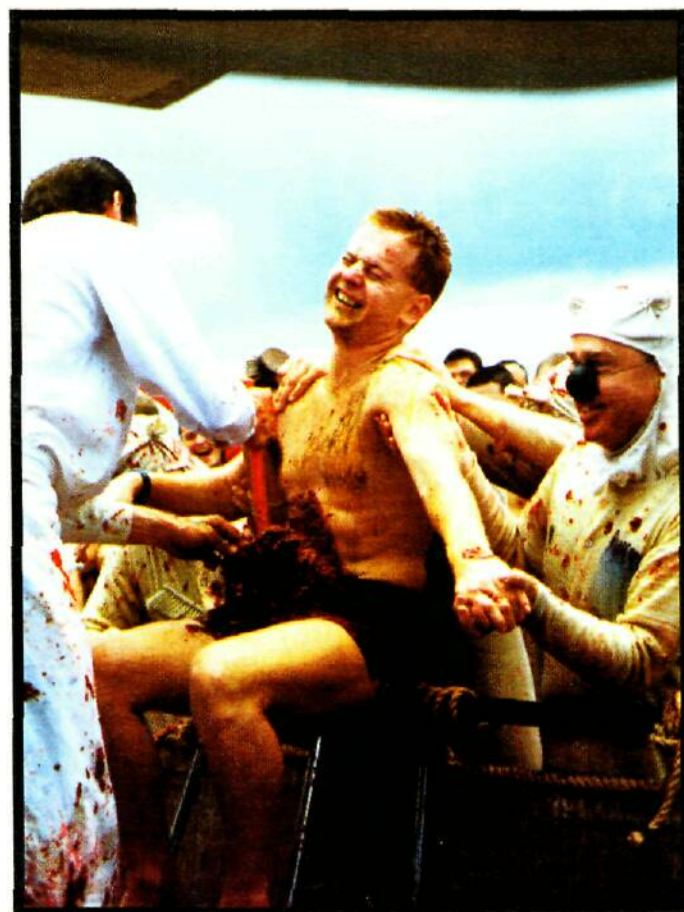
## ... and Roll

The ten-day passage from St. Helena to the Falklands was spent in preparation for operation duties as the weather worsened and rough seas became the norm, with gale-force winds as Cumberland arrived at East Cove for a short 3-day stay prior to her first patrol.

When Cumberland left, some members of the ship's company remained ashore enjoying the chance to see how the other Services operated, working at radar stations, missile sites and at the Mount Pleasant airport complex whilst their "exchange" counterparts from the Army and RAF, out in Cumberland, were encountering very rough weather for their sea-time, and "enjoyable" was not the first word that came to their lips when describing their experiences!



● Above — A belligerent King Neptune (CPO Sea Ken Fryer), his queen (CPO WEA Dave Wainwright) — whose running skills may well have been useful here! — and the judge (CCMEA Terry Membury) make their entrance on the flight-deck for the crossing-the-line extravaganza.

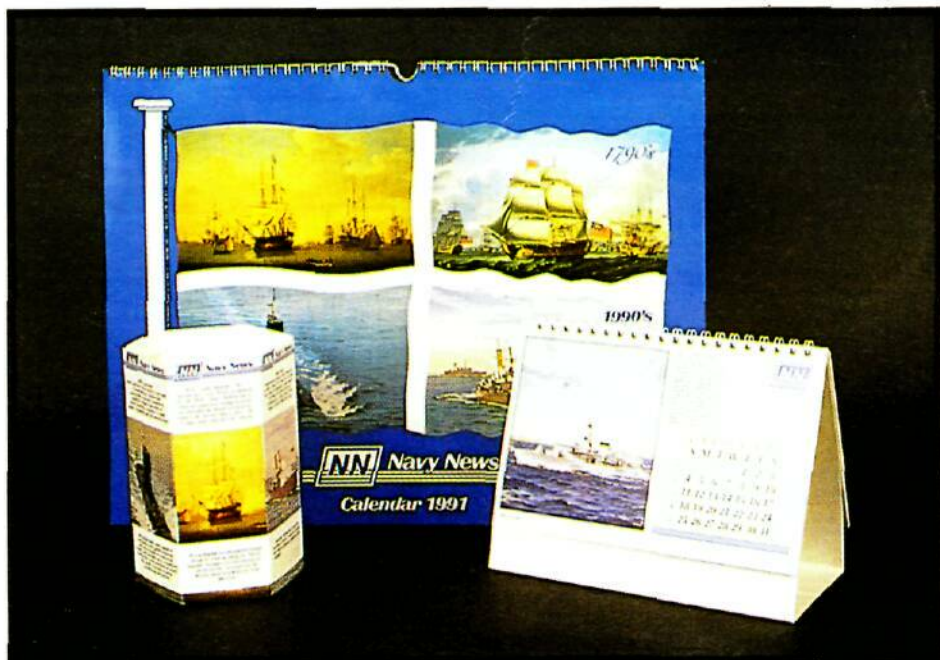


● Right — The agony, or the ecstasy? Deputy MEO Lieut. Timothy Dathan gets what's coming to him as the demon barber (CPO MEA Paul Muncaster) shovels it on thick, while Rupert Bear (CWEM(R) Colin Sidey) maintains his grip on the situation.



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# ROYAL PORTS OF CALL



● On a visit to HMS Defiance the Prince of Wales took time out to chat to WRNSAs Lisa Nevitt, Rhian Potts and Claire Brazier. Pictures of the Prince and Princess of Wales: LA(Phot) A. White and LA(Phot) G. Meggitt, Plymouth Command Phot. Team.



A message written to the thousands of you in the Gulf from the safety of my home in London can all too easily sound remote or condescending. But I do want you all to know just how much you are in our thoughts and prayers.

In the last few weeks I have been lucky enough to meet some of the families and friends you have left behind at Hohn and Paderborn Garrisons and RAF Gutersloh and Bruggen in Germany, and Royal Navy Devonport, Plymouth. They are all bearing up remarkably well. I was immensely proud to be able to see so many of them, if I may say so, you can be equally proud of the support they are giving you. I was also pleased to be able to visit the Postal and Courier Depot Royal Engineers, Mill Hill, to see how they are coping with the thousands of letters and parcels that are being sent to you.

Like everyone else following events in the Gulf hour by hour on the television screen, on the radio and in the newspapers, I am full of admiration for the extraordinary professional way in which you are all doing your jobs: utterly determined to do what is asked of you to the best of your ability yet never losing your essential humanity and sense of proportion. I know that this is the result of years of training, hard work, and consummate self-discipline. But I would just like you to know that none of us back at home underestimates the difficulties and anxieties which you are experiencing, or the size of the task ahead of you.

Good luck and God speed.

*Diana*

## Princess sends a message

AS MORE ships left for the Gulf, wives and families left behind have received morale-boosting visits from members of the Royal Family.

The Duchess of York, battling with a heavy cold, found herself surrounded by children when she visited the WO's and Senior Rates' mess at HMS Osprey.

Accompanied by the captain of HMS Osprey, Capt. Robert Payne, and mess president, WO(RS) Jan Purnell, the Duchess signed the visitors' book before meeting wives of personnel serving in HMS Exeter and ships of the RFA.

At HMS Defiance Flag Officer Plymouth Vice-Admiral Sir Alan Grose welcomed the Prince and Princess of Wales as they toured the Fleet Maintenance unit meeting many of the dockyard's civilian workers who provide support services for the Gulf ships.

### Families

The Prince and Princess also met Service wives and families on board RFA Fort Austin and at HMS Drake.

Meanwhile the Princess of Wales has sent Servicemen in the Gulf a message of goodwill through the pages of Navy News (see left).

The Duke and Duchess of Gloucester have also visited establishments in the south.

On a visit to Gosport the Duke toured the RN Aircraft Repair Yard, Fleetlands and the Royal Clarence Yard, part of the RN Supply and Transport Service, while HMS Collingwood welcomed the Duchess when she joined wives and families of sailors serving in the destroyer HMS Gloucester.

● Left: The Princess of Wales caught holding hands at HMS Drake.



● The Duchess of York gets a warm welcome from the children at HMS Osprey including, from left, Lucy Barret, Alex Livingston (standing), Louise Sumpter, peeking over the Duchess's shoulder, and Lindsey Haddon.

Picture: PO(Phot) Alan Ferguson, Osprey Phot. Team.

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**Audrey** (32), Cheltenham. **Glos** (23), (23), Swansea. **Glam** (31), Gloucester. **Louise** (16), Rochdale. **Lancs** (17), (17), Dudley. **W Midlands** (17), (17), Rosehearty. **Aberdeenshire** (19), (19), Birmingham. **Angie** (26), Methil. **Fife** (17), (17), Ryde. **Isle of Wight** (18), (18), Chesterfield. **Derbyshire**.

**Karen** (18), Erith. **Kent** (18), (18), Humberston. **Carmen** (18), (18), Rotherham. **Yorks** (26), High Wycombe. **Bucks** (34), (34), Lancing. **Sussex** (34), (34), Southsea. **Hants** (17), (17), Chelmsford. **Essex** (31), (31), St. Helens. **Merseyside** (19), (19), Bath. **Avon** (33), (33), Plymouth. **Janet** (24), (24), Gosport. **Hants** (18), (18), Bognor Regis. **Sussex** (41), (41), Telford. **Salop** (27), (27), Bar-

**LWEM(R)(SM)** — Int (9.2.89). Nil. **PO(UW)(SM)** — Dry. Nil. **POSA(SM)** — Int (20.2.90). Nil. **LSA(SM)** — Dry. 2. **POWTR(SM)** — Int (23.3.89). Nil. **LWTR(SM)** — Dry. Nil. **POCK(SM)** — Dry. Nil. **LCK(SM)** — 517. Nil. **POSTD(SM)** — 85. Nil. **LSTD(SM)** — 305. Nil. **POA(AH)** — 507. Nil. **LA(AH)** — 690. 2. **POA(METOC)** — 399. Nil. **LA(METOC)** — Int. Nil. **POA(PHOT)** — 753. Nil. **POA(SE)** — 301. 1. **LA(SE)** — Int 106. 1. **POACMN** — 441. 4. **POAEM(M)** — 95. 5. **LAEM(M)** — 293. 23. **POAEM(R)** — Int (9.11.89). 7. **LAEM(R)** — 138. 15. **POAEM(WL)** — 177. 4. **LAEM(WL)** — 465. 12. **POAC** — Dry. Nil. **POWREN(R)** — Int (6.3.89). Nil. **LWREN(R)** — Int (10.7.89). 3. **POWREN(RS)** — 144. Nil. **LWREN(RS)** — 135. 5. **POWRENPT** — 217. Nil. **POWREN** — 79. Nil. **POWRENCK** — 354. Nil. **LWRENCK** — Int. Nil. **POWRENSTD** — 504. Nil. **LWRENSTD** — 328. Nil. **POWRENSEA** — 223. 2. **LWRENSEA** — Int (19.10.89). 2. **POWRENWTR** — Int (23.5.89). Nil. **LWRENWTR** — Dry. 5. **POWRENWTR(G)** — Int (15.2.89). 1. **LWRENWTR(G)** — Dry. 1. **POWRENMETOC** — Int. Nil. **LWRENMETOC** — Int (13.10.89). 1. **POWRENPHOT** — 369. Nil. **POWRENAEM(M)** — 93. 1. **LWRENAEM(M)** — 100. 2. **POWRENAEM(R)** — Dry. Nil. **LWRENAEM(R)** — Int (7.7.89). Nil. **POWRENAEM(WL)** — Int (9.3.89). Nil. **LWRENAEM(WL)** — 105. Nil. **POWRENETS** — 85. Nil. **LWRENETS** — Int (23.5.89). Nil. **LWRENTELE** — 460. 1. **POWRENWA** — 153. Nil. **LWRENWA** — Int (23.5.89). Nil. **POWRENHYG** — 286. Nil. **POWRENDSA** — Int (19.9.90). Nil. **LWRENDSA** — 117. Nil. **POEN(G)** — 375. Nil. **LEN(G)** — Int (19.6.90). 2. **PORG** — Dry. 1. **LMA(Q)** — Dry. Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

**POWREN QA** — Int. 2. **POWREN MT** — 588. Nil. **POWREN TEL** — 864. Nil.

## Appointments

THREE promotions to flag rank are among the latest announced appointments.

They include Capt. N. J. Wilkinson, Supply and Secretariat specialist, who was promoted rear-admiral from January 2 and is a member of the Prospect Team; and Capt. G. N. Davis, Instructor specialist, who is to be promoted rear-admiral and to be Director General Fleet Support (Policy and Services) from July.

Surg. Commodore A. L. Revell is to be promoted to flag rank and to be Surgeon Rear-Admiral (Operational Medical Services) from March 5.

Other appointments recently announced include:

Capt. R. A. G. Clare, York in command, May 24. Previously announced appointment cancelled.

Capt. R. J. Lippitt, Norfolk in command, July 9.

Capt. A. J. C. Morrow, Active in command, July 19.

Capt. J. M. Neville-Rolfe, Captain RNXS, May 31.

Cdr. M. G. B. Manning, Jupiter in command, April 9.

Lieut.-Cdr. D. A. Humphrey, Oracle in command, March 5.

Lieut.-Cdr. P. N. Furse, Inskip in command, June 28.

Lieut.-Cdr. A. G. C. Black, RNR Clyde July 9 as RNSO and HMS Dovey in command.

Lieut.-Cdr. D. Hilton, Cottesmore in command, June 25.

The Rev. B. F. Neill is to be Principal Chaplain, Church of Scotland and Free Churches (Naval), from July 29.

## Deaths

R. B. Wright WOMEA(M) HMS Drake, Feb. 9.

Sir James Kennon, KCB, CBE, Vice-Admiral (ret'd), Chief of Fleet Support during Falklands conflict. Ships included HMS Kent, and appointments military assistant to Earl Mountbatten (when Chief of Defence Staff), and secretary to VCNS, CINCFLEET and First Sea Lord. Commanded HMS Pembroke and later was Assistant Chief of Naval Staff (Policy) and Port Admiral Rosyth. In retirement appointments included president of Royal Navy Benevolent Trust. Aged 65.

Philip Powlett, CB, DSO and Bar, DSC, DL, Rear Admiral (ret'd), wartime destroyer captain, including HMS Blankney and Casander. Also commanded HMS Shearwater. Later appointments included command of RN College Greenwich; command of 6th Frigate Squadron; and Flag Officer and Admiral Supt. Gibraltar. Deputy Lieutenant of Norfolk. Aged 84.

F.D. ("Bunny") Holford, CB, DSC, Rear-Admiral (ret'd), Ships included HMS Sheffield where as a gunnery officer lieutenant he gained DSC in Scharnhorst action. Other ships included HMS Hood, Wolverine, Kent, Anson and Triumph. Later Commodore-in-Charge Hong Kong and Director General Naval Manpower. Aged 74.

J. G. Hewitt, DSO, Capt (ret'd), Served 1919-52, including command of HM ships Winchelsea, Auckland, Dauntless, Royalist and Froisher. Second Naval Member of New Zealand Navy Board 1947, and Director of Tactical School Woolwich 1949-52. Aged 88.

E. F. R. Gregory, Ex-CPO (Coxswain), Served 1933-62. Aged 72.

W. Barker, Ex-AB Served 1932-46, ships including HMS Cumberland and Eagle. Aged 74.

V. Cooke, Ex-AB Served throughout Second World War, including minelayers in Mediterranean. Aged 71.

R. C. Chatfield, Ex-CPO. Served 30 years in Hydrographic Service, including HMS Hecla and Hydrographic School HMS Drake.

M. Milton, Ex-AB, Member Blackpool White Ensign Association.

D. M. Langdale, Ex-LDG TEL Served 1939-53, including HM ships Berwick, Glasgow and Howe, and in submarines, including HMS Sison and Solent. Aged 67.

The deaths are reported of the following members of the Alerines Association: Lieut.-Cdr. (ret'd) R. Kimberley (Chameleon) and P. Pitts, DSM (Gazelle).

Frank Trickey, OBE, Cdr. (ret'd), Served 50 years, specialising as gunnery instructor and becoming Parade Training Officer at

HMS Excellent. Involved in planning of national ceremonial events. Later SW Area Sea Cadet Corps Officer, and Sea Cadet Training Officer, Portland.

Charles (Charlie) H. Wines, Lieut.-Cdr. (ret'd) Known to generation of Naval Airmen during 22 years at FAA Drafting Section, 1960-82. After joining Navy 1936, transferred to FAA 1938 and served as rating pilot in Swordfish and Barracuda aircraft during Second World War. While in 830 Sqn shot down during attack on Italian ship (which he sunk), and spent two years as POW.

B. Mitchell, Ex-ERA, Ships included HMS Icarus, and member Icarus Association. Aged 71.

S. H. Moyle, BEM, Ex-CPOME, Served 32 years and Mentioned in Despatches. Past president, CPO's Mess, HMS Drake. Aged 73.

## ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

Cdr. J. Godden, Abergwaun. Ships included HMS Ark Royal, Rodney, Vanguard and Flamingo.

C. Glinka, Wythenshawe. Aged 69.

R. Lewis, Reading. Ships included HMS Volage (Corfu Incident). Aged 65.

W. W. Barden, Leicester. Ex-PO Stc. Aged 71.

D. Pearce, Watford. Ex-Fleet Air Arm. Treasurer, Bushey RBL.

F. Amphlett, Stratford-upon-Avon. Served in DEMS. Aged 67.

A. Atterbury, Bletchley and District. Aged 67.

O. Aylmer, chairman Bletchley and District. Ex-RM. Aged 71.

H. Bannell, chairman Andover. Aged 65.

B. George, Dartmouth. Ex-submarine. Former member Bognor Regis.

J. King, High Wycombe. Ships included HMS St Kitts.

J. Busby, former chairman Fairford. F. Swales, Cwmbran.

R. Clemson, Dewsbury. Batley and Birstall. Aged 66.

Mrs. Frances Vincent, treasurer and social secretary, Blandford.

R. M. Thompson, Swansea. Served with RN Patrol Service.

T. Jones, life member Swansea. Formerly of London.

A. Henry, standard bearer, Swansea. Ex-RM.

E. Hughes, treasurer, Bridgend (Glam).

L. Billington, Rhyl, ex-POGI Diver. Served 1934-49, including HM ships Repulse, Danie and Somali. Aged 71.

M. J. Rogers, Kings Lynn. Ex-POWTR. Ships included HMS Vanguard, Ocean and Victorious. Aged 58.

## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in February.

### OPERATIONS BRANCH

#### (SEAMAN GROUP)

To CPO(OPS)(EW) — B. Warren (Dartmouth BRNC). D. Campbell (CINCFLEET EW SGP).

To CPO(OPS)(M) — G. S. Rees (Amazon).

To CPO(OPS)(R) — D. M. Benassi (Chatham). J. D. Radway (Fearless). P. Eveleigh (829 Flt 211). K. Hitchcock (Dryad). M. D. Howe (829 Flt 228).

To CPO(OPS)(S) — H. W. Bannister (Coventry).

To CPO(MW) — D. J. Davies (SMOPS Nelson).

(COMMUNICATION GROUP), REGULATING AND PT AND R

To CRS — C. D. Hale (ACCHAN/ELANT). M. R. Pugh (Dartmouth BRNC).

To CPOPT — J. J. Jones (Centurion).

To MAA — K. C. Gooch (Starling). R. Johnson (Boxer). D. E. Wheeler (Gannet). C. Gammon (820 Sqn.).

### WEAPON ENGINEERING

To CWEM(R) — G. L. Laud (Guernsey).

### SUPPLY AND SECRETARIAT

To CPOCK — N. Vades (Raleigh Alder-shot). R. I. Meadows (Sultan). T. Welford (Avenger).

To CPOSA — K. P. R. Johnson (RNAS Yeovilton).

To CPOWTR — K. Ryan (Herald). E. Comerford (Cochrane). K. B. M. O'Shea (Ark Royal).

### SUBMARINE SERVICE

To CRS(SM) — L. W. Moutat (Neptune Base Ops). T. Simson (Repulse Port).

To CPOSA(SM) — L. A. Elliott (Neptune).

### FLEET AIR ARM

To CPOACMN — K. D. Weller (810 Sqn. Sea). G. Douglas (Osprey).

To CAEM(M) — P. Blackburn (Seahawk). D. Hall (Seahawk).

### QARNNS BRANCHES

To CPOEN(G) — S. Reed (RNH Plymouth).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the

## Swop Drafts

LRO(G) A. Hegarty, HMS Kestrel, drafted to HMS Whitehall in April would like to swop for Commodore Eastland (or anywhere North considered).

LSA Kirkland, Stores Officer, RNAS Culdrose would like a swop draft to any Devonport shore base or ship in re-fit, or RNAS Yeovilton.

POEM(M) A. T. McFaul, SR Mess, HMS Brough, drafted to RM Poole, June, will swop for any Devonport shore base, preferably HMS Defiance, or ship in long re-fit.

LSTDW Eade, 3G Mess, HMS Lenden, will swop for any Portsmouth-based carrier or destroyer, deploying or not, after mid May/April.

WREN(R) Browning, 45 Cdr RM, BPO 811, drafted to RNAS Yeovilton in April will swop for any Scottish-based draft.

WAEM(WL) N. Stuart, 706 Sqn RNAS Culdrose (ext 2175) drafted to HMS Nelson Sea Survival Trg Sect. April, will swop for any Culdrose draft.

LWEM(R) B. R. Harwood, HMS Collingwood (136 Bryson Hall), drafted to HMS Lancaster (Yarrows, Glasgow) in August, will swop for any Portsmouth shorebase or re-fit ship, or Northwood, or Whitehall.

RS C. P. Shoemith (Catterick Mill Ext 2660 or 0748-832521 ext 2660) urgently requires swop draft, North Yorkshire area for London area, or HMS Mercury and Portsmouth area considered.

POME(M) A. Hilt, HMS Nelson (North Corner Group 451) would like to swop for HMS Defiance, Plymouth. His current post is CPO billet, so CPO or PO may apply.

LWEM(O) Stewart, drafted to HMS Campbelltown, Aug. 91 will consider any swop draft, preferably Portsmouth, Contact him on HMS Collingwood ext. 230.

LSTDW S. Bagen, 2D Mess, HMS Alacrity would like a swop draft, preferably to Devonport (any ship), but anything considered.

RO1(T) Dawson, Green Watch, Commcen, Faslane, drafted to HMS Quorn, end Mar. 91 would like to swop draft, anything, anywhere considered.

RO1(T) D. G. Saunders, drafted to HMS Cattistock, May 91, will swop for any Rosyth draft. Contact HMNB Rosyth ext. 64247.

POME(M) Dymond, HMS Sheffield, will swop for any Gas ship, Portsmouth-based.

## Iraq's early missile test



WITH the Scuds and Tomahawks capturing most of the attention in the first stages of the Gulf War, it is grimly ironic to note that trials of the world's first successful surface-to-surface missile took place in Iraq over 60 years ago.

Between 1922 and 1927 the destroyers HMS Stronghold and HMS Tanet were fitted with catapults to launch radio-controlled flying bombs, officially termed aircraft targets.

Airframes produced by the Royal Aircraft Establishment at Farnborough had led to the development of the Larynx drone. Powered by a 200hp Armstrong-Siddeley Lux engine, it had a range of 300 miles when carrying a 250lb warhead.

Guidance accuracy was achieved by use of a magnetic compass to monitor the rudder gyro and an air log to measure distance flown —

basically the same instrumentation used by the German V1 in 1944.

Successful trials using cordite operated catapults mounted in the forecastles of the two ships were conducted before they were shifted to the deserts of Iraq for security reasons.

But work on a weapon which spread over a decade eventually tailed off as it was thought it would be of greater value to an aggressor than to ourselves...

This fascinating historical footnote is taken from Royal Navy Shipboard Aircraft Developments 1912-1931 by Dick Cronin (see page 23).

● HMS Stronghold, above, fitted with a catapult to launch the RAE 1927 Larynx drone said to be the world's first successful surface-to-surface missile. It carried a 250lb warhead and was tested in Iraq in the 1920s.



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For membership application form complete the following:

To: Lt Cdr I M P Coombes RN, ARNO, 70 Porchester Tce, London W2 3TP. Please send me details and a membership application form:

## HENRY'S TUDOR NAVY

TO celebrate the 500th anniversary of the birthday of Henry VIII — often named by historians as "the father of the Royal Navy" — the Mary Rose Trust is mounting a special display, entitled "The Army-at-Sea: Henry VIII and the Tudor Navy", the title coming from a phrase sometimes used in Tudor times to describe English war fleets.

The display will feature life-size — and lifelike — figures of Henry VIII, and facsimiles of Tudor documents relating to the Navy, including a series of letters tracing a war voyage in the Mary Rose in 1522.

It opens on St. George's Day, April 23, in the Mary Rose Exhibition at Portsmouth, and visitors will be admitted without charge.





## Saltash signs up in Cornwall

POOR weather did not deter a big turn-out for the commissioning of **Saltash**, presided over by Shipmate Ron Tremlett, national council member No. 4 Area.

Guests of honour were piped aboard by Shipmate D. Kent and C. Truscott and eight bells were sounded on the ship's bell of the former sloop **Plym** by founder Shipmate Fred Baird.

Those attending the commissioning ceremony included the Mayor of Saltash, Cllr. Marjorie Schikowsky, Mr Ben Schikowsky, Mr Robert Hicks, MP South East Cornwall, and Cdr. Tony Wyer, of the staff of the Flag Officer Plymouth.

Also present were representatives of Bodmin, Liskeard, Plymouth, Rame Peninsula, Watford and district branches, officials of No. 4 Area and members of other local organisations.

The ceremonies over, the following shipmates were elected officers: Ken Avery (chairman), George Wadhams (vice-chairman), Mike Thomsett (secretary) and Maurice Cahill (treasurer).

The commissioning of **Saltash** now means No. 4 Area boasts 44 branches, 14 in Cornwall.

□ □ □

The 15th birthday of **Leeds (Headingley)** branch was celebrated with a dinner dance attended by the assistant secretary Shipmate Hugh Mair and his wife, Sheila. A birthday cake, made in Scotland by the daughter of the branch secretary, Shipmate Dick Rodgers, was ceremoniously cut and went down a treat. A collection for gifts for sailors in the Gulf raised £200.

□ □ □

With membership increasing, **Caerphilly** is fast becoming a force to be reckoned with in No 7 Area — £120 was raised by the branch for Christmas gifts for those serving in the Gulf, topping all donations received from the area. The Rev. M. Short, Rector of St. Martin's parish church, has accepted the office of branch chaplain. The branch has also recruited its first serving member, Shipmate Stephen Reardon, of HMS **Ilustrious**.

□ □ □

The **Abergwaun** branch mourn the loss of Cdr. Jasper Godden, who is best remembered for negotiating his own



● Seen here at Kingston-upon-Thames branch annual dinner, attended by 136 members and guests are, from left, Rear-Admiral James Cook and Mrs Elizabeth Cook, the Mayor, Cllr Eileen Gray, and Shipmate Bob Criddle, the branch chairman.

peace treaty in the Gulf in 1950. While he was commanding officer of HMS **Flamingo** he became involved in a dispute between warring sheiks. The dispute was resolved and Cdr. Godden dictated his own peace treaty which was duly signed.

celebration along with two former Wrens, Mrs Marjorie Grey and Mrs Doris Saunders.

□ □ □

**Folkestone** branch is determined not to be just a name on the files and so a busy programme is planned for the

ing cards were sent to the commanding officers and ships' companies serving in the Gulf and also to the staff of the BFPO Sorting Office, London who do such a sterling job for those serving overseas. An oak tree was planted on behalf of the branch at Anthony House which lost a lot of trees in last year's February storms.

□ □ □

Commemorative envelopes, costing £2 each, to mark the 50th anniversary of the sinking of HMS **Hood** and the German battleship **Bismarck** are on offer by No 8 Area in aid of the 1994 conference fund. The issue is limited to 100 envelopes which will be posted in the Atlantic by an RN ship. Those interested in the offer contact: Mr. H. A. James, 23 Little Oaks Road, Aston, Birmingham B6 6JY before March 29. Cheques payable to RNA No 8 Area.

□ □ □

The dedication of Margate standard and the laying-up of the old will take place on April 21, at the Royal School for

### BRANCH NEWS

Afterwards he joined in the peace celebrations where the sheiks tried to out-do each other by picking out for him the juiciest sheeps eyes! His unorthodox handling of the situation won Admiralty approval and praise from the First Sea Lord who, at that time, was Lord Fraser.

□ □ □

**Harwich** branch took part in celebrations to honour the 100th birthday of Mrs Florence Clarke who served as a Wren in the two World Wars. Shipmate Jack Quaintance, the branch secretary, joined the birthday

coming months involving members in many activities. On April 21, Shipmate M. D. Townsend will run in the London Marathon to raise funds for new branch Colours and is appealing to other branches to sponsor his effort. At the branch annual general meeting the following shipmates were elected officers: W. Kellock (chairman), J. Mendham (vice chairman), M. Rossetter (secretary), W. Davidson (treasurer).

□ □ □

Members of **Rame Peninsula** ended 1990 on a happy note with a dinner on Dec 15. Greet-

## MEMORIES OF DAHLIA



**CHAIRMAN** of Kingsbury and Kenton branch Shipmate Reg Hales took a trip down memory lane during a visit to Cheshunt branch when he inspected a model of HMS **Dahlia**, the ship adopted by Cheshunt during Warship Week in 1942.

Having served on the Flower Class corvette as Navigator's Yeoman Reg had many interesting tales to tell during his short talk to over 60 members of the branch.

He recalled the Atlantic convoys, D-Day and HMS **Dahlia's** role in shepherding the surrendering U-boats at the end of the war and as a memento of his visit he was presented with a copy of Cheshunt at War written by local author Peter Rooke.

Also pictured are, left Shipmate Ron Joy, chairman of Cheshunt, and Jack Adams, the branch president.

Picture: Herts and Essex Newspapers Ltd.

## Carl's off to icier waters

**SOLVA** and St Davids branch bade farewell, albeit temporarily, to an unusual associate member.

**CPO Carl Carnes**, of the United States Navy, served locally for the last few years but has now left for a tour of duty in Iceland.

However, as he holds such fond memories of the branch, CPO Carnes is hoping to return to the area very soon.

At the farewell celebrations chairman Peter Mortimer presented CPO Carnes with a pair of White Ensign cuff links in appreciation of all the hard work he carried out on behalf of Solva and St Davids.

## Delegates prepare for conference

**ANNUAL** conference at Torquay and the RNA reunion at Blackpool are events exercising the minds of headquarters staff and local organisers.

Plans are well underway for conference (June 22/23) and if your branch has not already nominated a delegate please ask the committees to think about doing so. While delegates can be nominated up to a week before conference the General Secretary would like to be notified of the majority of names by April 3.

Branches should also consider proposals of any motions they wish to be discussed and, to ensure the proposed motion is not overlooked, it should be forwarded on the correct form.

### Book accommodation

Like other resorts, Torquay expects many visitors this year so accommodation should be booked up as soon as possible.

Meanwhile two RM bands have already been booked for the reunion to be held at the Winter Gardens, Blackpool, Nov 2/3. There will be two venues for dancing on Saturday night — a disco and a traditional dance hall.

The parade on Sunday morning, led by the RM bands, will take place along the Golden Mile followed by a service at the war memorial.

Best of all, the reunion coincides with the last Saturday of the Blackpool illuminations so delegates and observers will have the opportunity to see the town "all lit up"!

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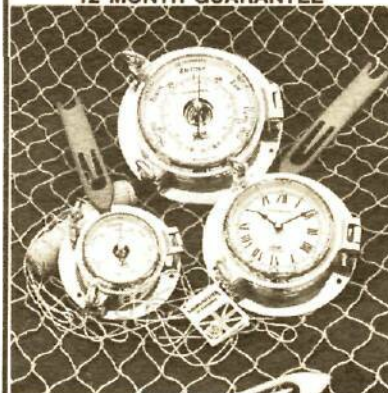
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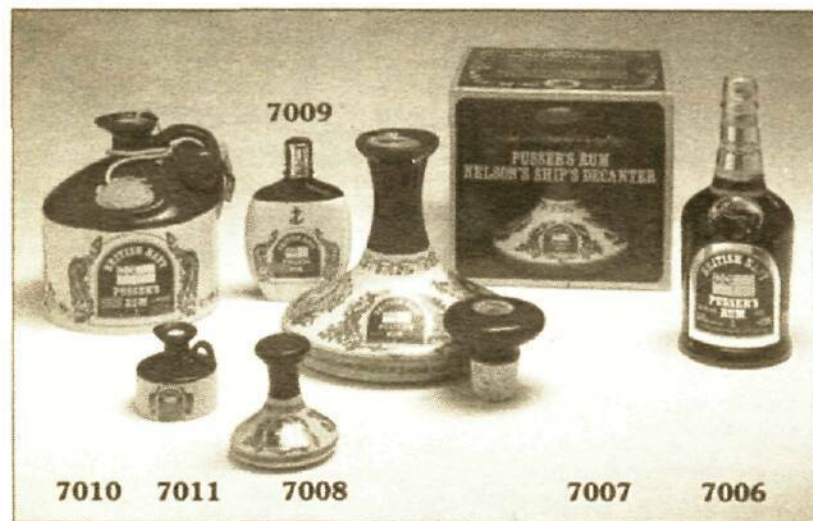
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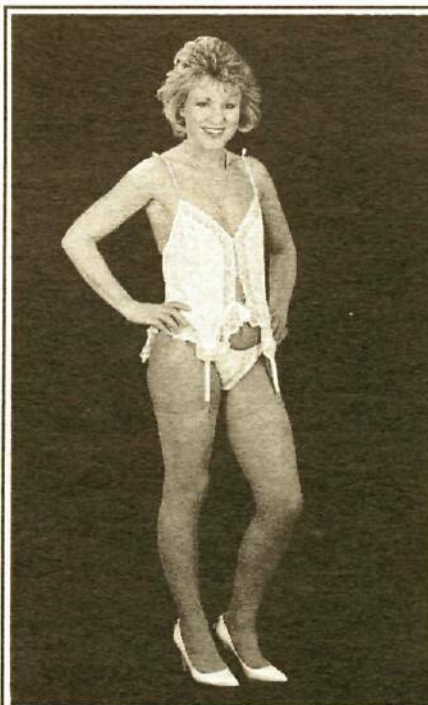
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# Plover in hot pursuit

A HIGH speed chase at night through the waters of the Tolo Channel in Hong Kong ended with HMS Plover's fast pursuit craft intercepting a high-powered speedboat, engaged in smuggling activities, and forcing it aground in shallow waters.

HMS Plover carried out this successful operation after receiving a call for assistance from the Marine Police, whose patrol boat had been rammed by the smugglers' reinforced speedboat and three officers injured.

Two of the smugglers escaped by jumping into the sea, but the third was apprehended, and their cargo of TV sets and a Japanese jeep was impounded. (Stealing cars to be smuggled across to China, where they can be sold for a high price, is an increasingly common crime now in Hong Kong).

On board the fast pursuit craft were, left to right, AB Lau Ka-wah, MNE George Maudling, LWEM Dickey Bird, and RPO Mick Cox.



● On January 25, 1841 — the day before the flag was officially raised on the Crown Colony of Hong Kong, — Sir

Edward Belcher, captain of HMS Sulphur, came ashore with some of his ship's company to survey the newly ac-

quired estate.

To mark the 150th anniversary of this landing, ceremonial divisions were held at HMS

Tamar, the Hong Kong naval base, with every division, including the crews of the three patrolcraft, taking part.

## Sporting chance with Navy's lottery

● From page one

teams involved, the rules and three individual numbers which will each week allocate them three different teams.

Prizes in the winter (based on details published in the Sunday People) will be: Most goals "for", £2,000; most goals "against", £1,500; earliest goals in first half, £500; latest goals in first half, £250; earliest goals in second half, £150; latest goals in second half, £75.

In the summer similar prizes, based on details published in the Sunday or Daily Telegraph, will be awarded for most runs by three batsmen in County teams.

Winners will be notified immediately after each lottery and the prizes paid by cheque. De-

pending on results, prizes may be shared.

All members of the RN, RM, QARNNS and WRNS can take part. The charge will be £9.75 for the minimum period of three months, of £39 a year, with the payments stopped at source by HMS Centurion.

### Restricted

At first people will be restricted to one ticket each, but if the scheme is undersubscribed, up to three tickets will be permitted. If oversubscribed there will be a waiting list, although if the first year's experience shows it to be heavily oversubscribed, the scheme will be expanded and prize money increased.

Applicants will submit lottery forms to allow Centurion to start and stop payments in the same way as other stoppages. Full details will be published later by DCI and signal, but any immediate queries can go to: Assistant Director of Naval PT and Sport, HMS Temeraire (Portsmouth Naval Base, ext. 23994).

The RN and RM Sports Control Board plans to allocate funds generated for all aspects of sport and recreation within the Service — at Representative, Command and establishment/ship level. It is not intended that the lottery should replace the Voluntary Sports Subscription Scheme which will remain linked to the Sports insurance policy.

## Gleaner to the rescue

DRIFTING towards the notorious Winner Bank off Chichester Harbour when the engine failed on their small craft during trials, two Customs officers declared themselves out of luck — but they hadn't reckoned with the Navy being on the scene.

The Royal Navy's smallest commissioned ship HMSML Gleaner, an inshore survey launch, loomed into view — all 15 metres of her — and came to the rescue, securing the hapless customs men alongside and taking her back to Chichester Marina and safety.

Gleaner, with her six-man crew under the command of Lieut.-Cdr. Duncan Tilley, had just completed her DED at Emsworth Yacht Marina and, her rescue operation completed, proceeded on to Portland, where she is now engaged on hydrographic survey work between Portland Bill and Lulworth Cove.



## Sport

## XV step(pes) in the right direction

THE RN selector's predilection for wearing a Russian style fur hat on almost every occasion has proved unfortunately appropriate this season as arctic temperatures have frozen grounds throughout the country and severely disrupted RN squad preparations for the inter-services competition, writes Lieut.-Cdr. John Clark.

Two games (Oxford and CLOB) have been lost to the weather but not before the Navy had notched up a workmanlike win against Cambridge University. The university, facing the Navy after beating the RAF 30-12 the week before, fielded a side which included Chris Sheasby (Harlequins) at No 8 and Tony Underwood (Leicester), brother of Rory, on the wing, and proved to be a difficult side to contain.

The mobility of the varsity forwards and the speed of the backs set the Navy back in the early stages but the Navy defence, while creaking a bit under pressure, held firm. It was not too long before the Navy players, the bulk of whom will feature in the Twickenham line up, found the cohesion that is so often lacking in the early stages of these inter-service warm up games and took the game to the opposition.

The match, which could have degenerated into a mundane slog punctuated by bouts of ill discipline from both sides, was brought to life by two stunning tries from Underwood, following breaks by Sheasby that found the Navy defence against lateral running somewhat lacking, and the growing dominance of the Navy pack that displayed an All Black style of driving commitment in all phases of the game.

Indeed forward dominance provided the quality ball near the Cambridge line that allowed scrum half Cpl. Gareth Richards (CTCRM) to exploit the narrowest of gaps in the

varsity defence to score the Navy's only try. POMEA Kevin Bethwaite (HMS Liverpool) added the points after and another three penalty goals to one from Cambridge which was enough to give the Navy a narrow 15-13 win.

Providing the weather improves the Navy will play the Civil Service, Met Police and Plymouth Albion (Rectory, March 13, 1900 ko) before meeting the Army on March 23. That match will be the 75th in a series where results have been fairly even since the first encounter but the Navy will be thirsting for revenge after a hat-trick of wins for the Army. The involvement of the Willis Group as sponsors for over a decade has helped revive interest in this traditional fixture in the rugby calendar and attendance this year is expected to top 10,000.

As usual the game will be preceded by the now familiar car boot picnics and mess parties in tents and coaches from ships and units throughout the UK. So popular are these social gatherings that the match sponsors, the Armed Forces Financial Advisory Service (AFFAS), have provided a trophy for the most enterprising pre-match luncheon arrangements by a mess.

A Royal Marine band on the pitch and the Nelson volunteer band in the car park will play before the match and a mini rugby competition will be played as a curtain raiser.

In all then a great day out is planned and to encourage young enthusiasts to attend the RFU has offered special "family tickets" for £10 which admit two adults and three school aged children to seats in the East Stand. Special group tickets for school and cadet parties are also available at £1 per person. These tickets are available from the Ticket Office at RFU Twickenham up to March 18. Other tickets at £5 per person (£2 for U18) are available from the RNRU at HMS Temeraire, Portsmouth or at the gate.

## GOLFERS SOUGHT

WITH the competitive golf season almost upon us, the Royal Navy is looking forward to its opening fixture against Dorset over the weekend of April 6/7 at Lyme Regis Golf Club.

Several stalwarts of the Navy side have recently left the Service and new talent is now urgently being sought. If any low handicap golfers (5 and under) have not yet been in touch with their Command golf representatives will they please contact the Royal Navy Golf Secretary (Lieut.-Cdr. Roger Knight) at HMS Mercury, ext. 370.

Royal Navy and Royal

Marines golfers will be deeply saddened to hear of the death of WO Brian (Shiner) Wright. Brian was a regular member of the Navy side for several years. He will long be remembered for his cheerful, happy-go-lucky manner both on and off the course. He was one of the longest hitters in the Navy team — a gentle giant who will be sadly missed by the Plymouth Command and Navy golfers.

## BRNC's helping hand

THE South Devon "Gifts for the Gulf" organisation, led by Lorraine Goodrich, called upon a class of trainee pilots and observers (59 Flight) at Britannia Royal Naval College, to help pack and load parcels for the Gulf.

The manager of Broadlands Links Hotel, in Churston, provided room to accommodate the

workforce and the task was completed in record time.

With the Navy helping with the packing it soon became a tri-service event — the Army provided transport to take the parcels to Mill Hill where they were handed over to the RAF to be flown out to the Gulf.



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# Robison never looks back . . .

A CLEAR but very cold day at Brickfields, Plymouth, dawned for the Royal Navy Cross Country Championships.

RN air station Cudrose provided the winner of the senior event in Lieut. Chris Robison, the ladies event, Lieut. Jo Alwyn, and the juniors event, JEM Blackburn.

Lieut.-Cdr. Bob Chapman won the veterans event, a competition he has dominated over recent years. Most encouraging was the performance of Jo Alwyn, who has only recently joined the WRNS from Australia. With support from Ann Lucas, Sandy Gale and Cheryl Wilkinson there is good reason for an air of optimism for the Inter-Service Championships.

The Juniors continue to improve and in JEM Blackburn and JEM March RN Athletics can look forward to even more success in the future. Last year's champion, Mid. John Simp-

son, is gradually adjusting to competition in the senior ranks, but unfortunately had to retire from this year's championships after falling and damaging an ankle.

Lieut. Robison led from the start in the senior race, but there was a very creditable run from CPO Graham Riley, who is in exceptional form and finished second.

The next four finishers were all from Naval Air Command, ensuring victory in the senior team competition. However, the ladies and juniors team events were both won by Portsmouth Command, reflecting the hard work of POPT Jock Stewart. The veterans' team trophy was won by Plymouth Command.

Most disappointing aspect of the afternoon was the failure of any Scottish Command runners to enter the competition.



Capt. David Wixon (right) of HMS Drake presents Lieut. Chris Robison (Air Command) with the RN Cross Country Team Trophy.

## LOOKING FOR THE WINNING FORMULA

AN UNUSUAL opportunity comes up in May for aspiring motor racing drivers in the Service to prove their worth and win a season of sponsored Formula Ford drives.

The Royal Navy-Royal Marines Motor Sports Association has been invited to enter a team of drivers in an inter-service challenge, culminating in a Formula Ford race. The winner of this will receive the exciting offer of further training and sponsorship.

The Association has decided to throw this chance open to would-be drivers throughout

the Service — male or female. No previous experience of single-seat racing is required as some limited training will be given beforehand, but candidates will be expected to join the RN-RMMSA.

Anyone wishing to know more and to have a shot at becoming a racing driver should contact the RN-RMMSA secretary: CPO David Hudson, ETS, RNAS Cudrose, Helston, Cornwall TR12 7RH.



Victorious veterans: (back row l-r) WOPT Hall, Cdr. Bawtree (Erskine Barracks) and Lieut.-Cdr. Alves. (Front row l-r) Capt. Toft, WOPT Webb and Lieut.-Cdr. Golding.

## NAVY VETERANS TRIUMPH ON SQUASH COURT

ALTHOUGH all the teams were depleted in this year's Inter-Service Squash Championships, everyone was determined to do well.

The first day held mixed fortunes for the Royal Navy against the RAF. The Navy Veterans got off to a good start, beating the RAF, last year's winners, 3-2. A typical late comeback by Navy stalwart Cdr. Robin Bawtree helped achieve this.

WOPT Nobby Hall (Tamar) was unable to sustain his game and lost 3-2, and WOPT Tim Webb (CINCFLEET) lost 3-1. But both Capt. Burton Toft (MOD Bath) and Lieut.-Cdr. Nick Alves (Centurion) won comfortably.

The Under 25s gave their all but only MEM Andy Hatch (SM2) could win. Wtr Jason Youdale, Cpl. Brian Allan (CTCRM), NA Craig Robinson (Osprey) and Sub-Lieut. Johnstun (BRNC Dartmouth) contributed to some hard-fought games.

The Navy senior side, having been hit hardest by absences, awarded four new caps but failed to win a match. However, CPO Stuart Walters (Vanguard), CPO Martin Jukes (Cudrose), CPO Nick Dymond (Collingwood), Sgt. Ken Pearson (RM Eastney), POPT Ian Binks (Dolphin) and CPO Norman Brooks (Daedalus) all raised their games and competed with determination.

Day Two saw the Royal Navy playing the Army. Sadly, due to a family bereavement, Capt. Toft had to withdraw, but another Navy vets stalwart — Lieut.-Cdr. Eric Golding (CINCFLEET) — was at hand. He got the veterans off to a good start, winning 3-0.

Nick Alves and Tim Webb also won, giving the Navy an unassailable lead. So despite defeats for Robin Bawtree and Nobby Hall, who had not recovered from the previous day's efforts, the Navy Veterans became the Inter-Service champions for the first time in four years.

The U25s carried on where the veterans left off,

beating the Army 5-0, a tremendous win which bodes well for the future. But the seniors were not so fortunate. Martin Jukes had three match points only eventually to lose 3-2. And the team lost to the Army 5-0.

On the final day it was the RAF versus the Army. The Army veterans beat the RAF, but the RAF seniors and under 25s had emphatic victories.

**Results — Seniors: 1, RAF; 2, Army; 3, Navy. Veterans: 1, Navy; 2, Army; 3, RAF. Under 25s: 1, RAF; 2, Navy; 3, Army.**

The championships were again held by the kind permission of the committee at the Lee-on-Solent Squash and Tennis Club. The club's manager, John Wilson, a retired lieutenant-commander, helped ensure the smooth running of the tournament. And for the fourth year, the event was sponsored by Teacher's.

Over 30 teams from four areas competed in the 1990/91 Navy Cup Squash Championships, with HMNB Devonport coming through in the south west; HMS Neptune in Scotland, HMS Ark Royal in Portsmouth West and HMS Warrior in Portsmouth East.

These finalists met at HMS Temeraire squash centre to resolve the top four places. In the first semi-final HMS Warrior beat a severely depleted HMS Ark Royal team and HMS Neptune beat Devonport.

The final saw HMS Warrior beat HMS Neptune 3-2 in some very competitive matches. Sgt. Mac Burleigh and Lieut.-Cdr. Peter Williams (Warrior) lost to CPO Stuart Walters and POPT Jock Stewart, while Warrior's WOPT Tim Webb, Lieut.-Cdr. Eric Golding and Lieut.-Cdr. Bob Eason beat CPO Joe Kearney, Lieut.-Cdr. Dave Langbridge and CPO Dave Stickland.

In the play-off for third and fourth Devonport beat HMS Ark Royal 5-0.

## AN ENJOYABLE GAME — BUT SERVANTS TOO STRONG

HAVING defeated the Army 3-0 and drawn 3-3 with the RAF — who had lead 3-0 at half time — the Civil Service came to Portsmouth in confident mood, writes Lieut.-Cdr. Jim Danks.

They took the lead after five minutes. The Navy nearly equalised in the 14th minute when a strong shot from Russ Wilson from the edge of the area hit the crossbar with the goalkeeper well beaten.

The Navy achieved level terms six minutes later when Paul Benson, after receiving a fine through ball on the edge of the area, cleverly lobbed it over Sydenham in the Civil Service goal.

In the 67th minute George Barclay conceded a penalty and Bateman converted to put the Civil Service ahead 2-1. Play was entertaining as both sides looked for goals. Benson was again to be denied and Wilson and Bob Brady had shots cleared off the line. But in the last minute Ross scored to make it 3-1 for the civil servants.

Sgt. Tim Lowe RM captained the Combined Services against Vauxhall League XI at Aldershot, CS's final match before the Kentish Cup. In a fast, entertaining match, the only goal was scored by the Army sergeant Alan Higgins.

Constant rain made conditions difficult for the RNFA v Dorset FA game, first match in this season's South West Counties Cup.

Benson was prominent in the early Navy pressure but play was even in a scoreless first half. Just before half time, Arnie Ormston came nearest to putting the Navy ahead but was denied a goal as Phillip Joyce came quickly off his line to smother the ball.

Five minutes into the second half experienced Navy skipper Tiv Lowe took a free kick on the edge of the area. The ball went through a crowded defence and beyond Joyce to put the RN ahead. Gary Popple in the Navy goal was kept busy and saved a point blank header from Chutter.

Following a fine move involving McGovern and Smith, Ormston shot narrowly past the post. But in the 75th minute his luck changed as the ball ran loose to him on the edge of the area. He looked up and, seeing the keeper off his line, coolly lobbed the ball over his head to make the score 2-0.

Dorset narrowed the margin following a free kick inside the area, but Lowe settled the match for the Navy with 10 minutes remaining.

From just inside the Dorset half, he took the ball up to the edge of the area before shooting past Joyce for his second and the Navy's third goal of the evening.

Victory was marred by the news that George Barclay had broken his leg in the final minute of the match — a loss not only to the senior side but also to Portsmouth (RN), where Barclay plays weekend football.

Bad weather caused the postponement of matches against Sussex (rescheduled for March 6 at Burnaby Road) and Cornwall (prov. arranged for April 10 at Liskeard). The game against Sussex will be the final match before the Army visit Portsmouth on March 13 (kick-off 1930) for the first match in this year's Inter-Service Competition. The Army are the holders.

The Navy play the RAF at RAF Uxbridge on March 20 (kickoff 1430). Support at both games will be very welcome.

## Hockey seniors beggar Bognor

FROM the off the RN senior hockey side took the game to Bognor in a match played as part of the work-up to the Inter-Services Tournament.

Some patient and persistent possession led to an inevitable short corner. This was well struck by Lieut. Kevin Bramble, putting the Navy 1-0 up.

A second goal, again from a Bramble short corner, was soon to follow. Bognor's possession was limited to odd attacks, but tight and efficient defence work left them few options.

Eventually the RN conceded a short corner which was converted by Bognor's Mike Farmer. The small crowd continued to witness controlled, possession hockey in the second half, with noticeable performances from Henry (yes, he's still around), Mitchell and Moseley, who combined in textbook style down the right hand side of the pitch.

A fourth short corner for the Navy, which with some shrewd positional observation, was flicked by Bramble, closed the game at 3-1 in favour of the sailors.

The squad next travelled to London for the annual three-day university matches. Badly depleted due to Service commitments, it was a push to find 11 players. A number of old faithfuls stepped in at short notice.

First game — against "London University" (a very skilful side including several Indian Gymkhana and Lyons London league players) — went well. But unfortunately the Navy's continuous forward play left weaknesses when London counter-attacked, which late in the game led to a goal. London University 1, RN 0.

Cambridge the next day were a totally different side, of exceptional ability both in attack and defence. The Navy's efforts could not be faulted but Cambridge were just too strong. Cambridge 8, RN 1 (Navy scorer Sub-Lieut. Will Warrender).

Determined not to lose by a large score against Oxford, the Navy made several positional changes. There was more of a change than expected for LPT Nick Carter who took Enticknap's place in goal after the keeper was given a yellow card for a debatable stick tackle and obstruction outside the circle. Result: Oxford 2, RN 1. RNEC Manadon won the Plymouth Area Six-a-Side Hockey Tournament for the Godwins Shield in convincing style, beating RM Plymouth 3-1 in the final. All three Manadon goals came courtesy of Sub-Lieut. Tris Love.

**WINTER SPORTS  
COVERAGE IN  
APRIL EDITION**



# SUBMARINER TORPEDOES DEAD CERT

NAVY BOXING supporters were given a treat with the annual team match against the Army (arguably the strongest team in the country) for the Inter-Services Team Trophy; one of the most coveted prizes in amateur boxing.

Spurred on by the capacity crowd's vociferous welcome as the Navy team entered the ring for the parade, the ensuing night's competition provided some of the most entertaining boxing ever seen in a Service competition.

With walkovers awarded to the Army's Fusilier Greenslade (1 RWF) and the Navy's Commonwealth Games Bronze medallist Mne. Mark Edwards, the competition opened at one all.

The crowd were warmed up for what was to come by a hard-fought special lightweight contest between Seaman Kevin Crumplin (Dryad) and Pte. McMullin from the Army. The soldier had the edge of fitness over Crumplin, always had the answer for the sailor's attacks and ran out a unanimous winner.

The Navy next looked to LPT Dale Randle (Raleigh) at bantamweight who, having been prepared by WOPT Mick Shone, set out to get the Senior Service off to a flying start: no easy task against the Army's talented England representative, Cpl. Neil McCallum.

McCallum won the contest unanimously, but the performance of Randle should not be underestimated in a most highly entertaining contest.

Southpaw Randle made McCallum work hard for his victory and their next meeting in the Combined Services Individuals promises to be just as action-packed.

Mne. Vince Manley at featherweight from 42 Cdo stepped in next to try and even the score against the highly experienced, ex-Olympian LCpl. Joe Rajcoomer. Manley, always brave, started well in round one, but experience told in the following rounds with the busy soldier coming out a unanimous winner.

Again, a very commendable performance against an experienced and highly-rated opponent by Manley in just his eighth contest.

The Army's Young England rep Pte. Laurence Roche and Mne. Andy Calpin at lightweight provided one of the night's best bouts. Roche, a highly-talented youngster, found Calpin no easy task to overwhelm, although his two-handed attacks, counters and clever footwork gradually notched up the points.

Calpin's third round, however, was a stormer and he took the contest to the soldier, stepping inside to middle range and catching him on his back foot. The crowd loved it and Calpin's spirit was a credit to his determination against a very technical boxer.

Roche won points unanimously, although many in the gym at HMS Nelson saw it rather closer. Now at 4-1 down, the Navy's fortunes turned with the arrival of England rep. Mne. Rob Wileman at lightweight.

His clash against LCpl. Kevin Mason was hard and bloody. Constantly changing his tactics, Wileman put together his combinations well and was never drawn by the soldier's spoiling tactics. Wileman won points majority.

With the crowd now thoroughly enjoying their evening, Mne. Trevor French (42 Cdo) came up against Cpl. John Dunne. French's busy, two-handed, aggressive style was always too much for Dunne and a thunderous right cross put the Army man down in the first round.

Dunne made it as far as halfway through round two only to be halted by a carbon copy of French's first right.

## NN Boxing

Before the Navy could generate some real momentum, Cpl. Lee Innes from the Army, a member of the England squad, proved too skilled for LPT Tony Brown (Osprey) to handle. The Sapper's combinations forced Brown to take three counts in the first round of their light middleweight clash, thus ending the contest.

Mne. Gary Grounds (42 Cdo) then set the stage for the closest of finishes by outboxing Cpl. Norman Phillips to put the score at 5-4 going into the final bout.

Press table predictions of an 8-2 drubbing for the Navy were now radically revised, and the general consensus was that a 6-4 win for the Army would be a satisfactory result for the Navy.

Submariner MEM Colin Leiba (Trafalgar) proved to

scene for a finale which no-one involved in Navy boxing will ever forget.

His opponent was Guardsman Dave Abbott, a seasoned England international with vast experience, while Leiba was stepping into the ring for only his sixth contest. The soldier advanced and looked menacing as he caught Leiba with a right cross. Leiba promptly replied with a vicious left hook which sent the Guardsman sprawling.

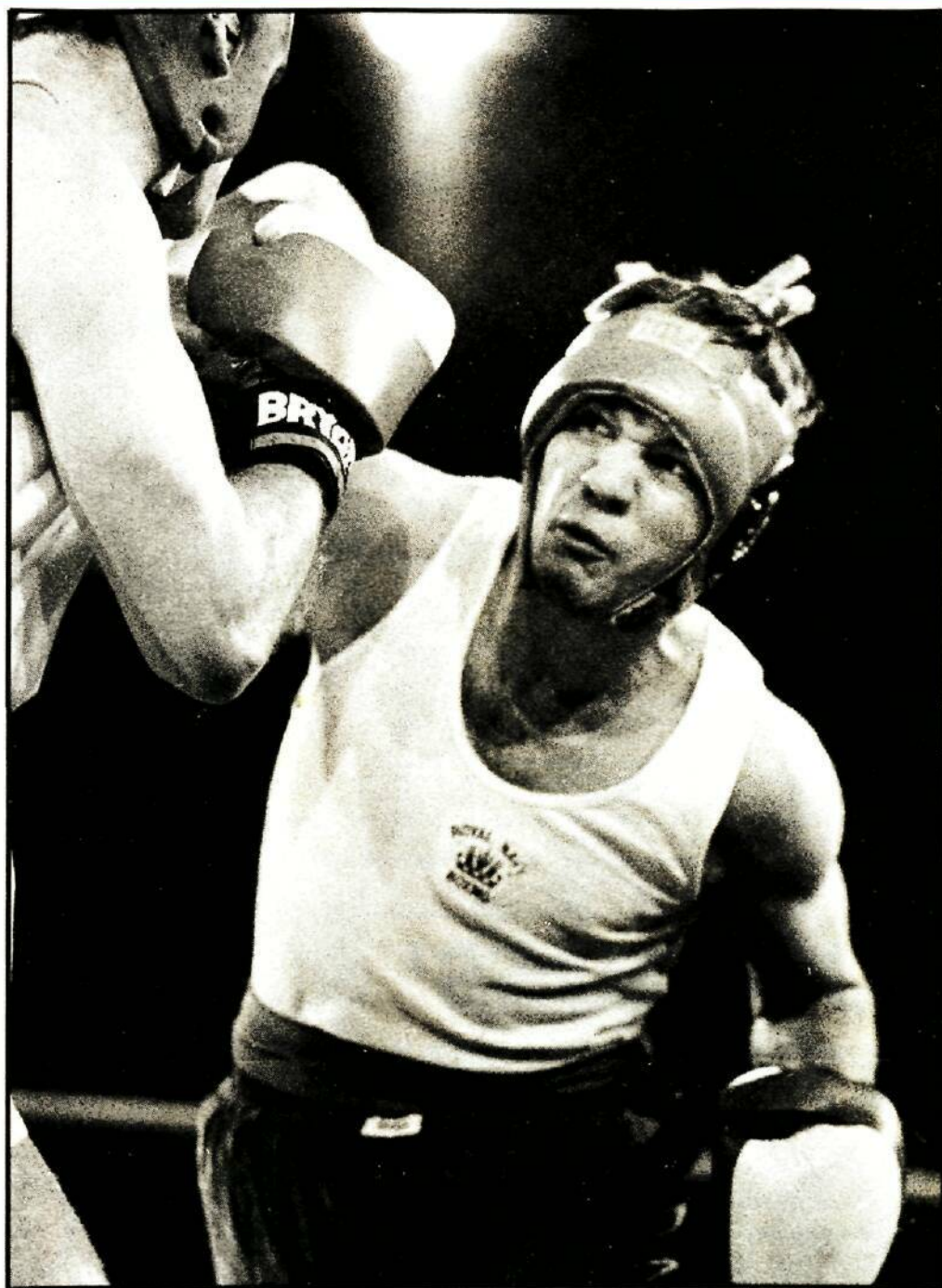
Groggily Abbott beat the count and Leiba caught him again. This time the die was cast and only Abbott's pride enabled him to survive the standing count. Now full of confidence, Leiba followed up and chased the soldier, delivering a left and a right to end Abbott's night.

The Navy corner, not believing their eyes, celebrated the 5-5 draw and a delighted Navy coach, CPOPT Tony Bevel crossed to shake the hand of his Army counterpart, WO Mick Gannon. The Navy had not won but proved to all those who watched that the Army could be held and even beaten.

With the RAF pulling out of the Inter-Services Team Championships, the RN share the Combined Services Team Championship with the Army for the second time in three years. Next to come is the Combined Services Individual Championships, the first step on the ABA trail, at Aldershot on February 27/28. For details of tickets contact Nelson gym. ext. 24151.

Right: Mne. Trevor French on his way to outclassing the Army's Cpl. John Dunne.

Picture: The News, Portsmouth.



## Varsity fixture proves shambles

IN ONE of the worst organised sporting events I have ever experienced, HMS Sultan's boxing team beat Cambridge University at the Cambridge Guildhall, writes Lieut. Duncan Forer.

LPT Tony Quinn took up a squad of eight novices for the match but only four students were found to take them on. When one of these then decided to leave just before his bout was due to start the programme looked sadly limited.

LPT Andy Newham and MEA Chris Jones had a bout with each other in order to add to the number of contests, which eventually reached nine thanks to boxers from Cambridge ABC and the Royal Military Academy Sandhurst.

Newham won by a majority decision in what proved to be one of the better bouts of the night. Lee Entwistle was fortunate enough to have an opponent and made the most of his opportunity by stopping the student in the second round.

MEM Danny Ager was up against an experienced boxer (21 junior and three senior bouts), but in a bruising contest he won by a majority decision.

Forced to concede nearly a stone in order to get a bout, MEM Steve Gamble put up an extremely courageous performance but lost on points.

After a long journey and weeks of hard training, for what will probably be their last contest of the season, most of the Sultan boxers came away frustrated, not even having had an opponent. The match was won, but it was an evening most of the team will wish to forget.

## Wrens wrest back championship



FIVE years after losing the Inter-Services Rifle Championship to the WRAF, the Women's Royal Naval Service has regained it.

Although the WRAF did not compete this time due to commitments in the Gulf, the WRNS total of 1,928 points was the same as the WRAF winning score last year. It was also a good year for the Army women. Their score of 1,902 was their best yet.

The teams of five fired 40 shots each

rather than the customary 20. Halfway through the match only seven points separated the two teams, but in the second half the WRNS stretched their lead.

Top individual was POWren Linda Hanna (Mercury), who dropped only nine points to finish on 391. Chief Wren Sue Cradock (Seahawk), the WRNS captain, was second highest scorer on 390. She has been declared Combined Services Sportsman of the Year.

Linda Hanna took the Tait Trophy as

top individual and the Newcomb Trophy (WRNS aggregate). Other WRNS individual scores: POWren Francis Kay (Daedalus) 386; Wren Jane Briggs (Seahawk) 383; and LWren Carol Watson (Sultan) 378.

Pictured (above) the RN Women's 22 Rifle Shooting Squad. Back row from left: POWren Karen MacKenzie (NAWG Fort Southwick), POWren Diane Riggall (Dolphin), CWren Sue Cradock (Seahawk), Wren Ruth Davies (Seahawk) and LWren Stephanie Naylor (Cochrane). Front row: Wren Jane Briggs (Seahawk), POWren Frances Kay (Daedalus), POWren Linda Hanna (Mercury), LWren Jane Hellier (JAAC Farnborough) and LWren Carol Watson (Sultan).



# IRAQI FLEET CRIPPLED

● From page one

paign so far — has now left the Gulf along with the Type 22 frigate HMS Brazen and RFA Orangelief.

"They've done their bit — they have my gratitude and best wishes," approved Commodore Craig. Their work in protecting the Allies eastern flank also brought a warm tribute from the commander of the US 7th Fleet, Vice Admiral Stan Arthur: "They depart with much admiration and respect for a job well done over the past months," he said.

Meanwhile HMS Gloucester and HMS London, originally scheduled to accompany them, remained behind for operational reasons.

## RNDQs to move?

A proposal to transfer the functions of RN Detention Quarters at Portsmouth to the combined Army and RAF facilities at Colchester is still under consideration. In answer to a Commons question it was stated that no decision had yet been made regarding the future of Portsmouth RNDQs.

As rumours of an amphibious assault intensified with the build-up of Allied ships in the northern Gulf, the focus of attention shifted to the role of the RN minehunter force, which will lead the way in clearing a path for the strike force in any water-borne attack.

On their way home this month Cardiff and Brazen will pass the mine countermeasures vessels HMS Brocklesby, Bicester and Brecon, which have left Rosyth to relieve their sister ships HMS Atherstone, Hurworth and Cattistock (see page 18).

Mines are now the most dangerous threat to the Allied ships — and have already put one American ship out of action and damaged another. HMS Gloucester has had a couple of near misses.

The aviation training ship RFA Argus, specially adapted as a high-tech floating hospital, took on three crewmen who were injured when the missile carrier USS Princeton struck a mine in the northern Gulf.

Four more American seamen were injured when the amphibious assault vessel USS Tri- poli hit a mine a few hours earlier, but all were treated by the ship's own medical personnel.

# Triumph drops in



The seventh and last of the Trafalgar-class nuclear submarines has been named HMS Triumph by Mrs. Anne Hamilton, wife of the Minister of State for the Armed Forces, at VSEL Shipyard, Barrow-in-Furness.

The naming ceremony replaced the traditional launching down the slipway, as Triumph was the first British submarine to be lowered into the water on a shiplift platform, an integral part of the modern shipbuilding complex at Barrow.

The 5000-tonne HMS Triumph, embodying the latest stealth technology, and equipped with Tigerfish torpedoes and Sub-Harpoon anti-ship missiles, will be embarking on sea trials before eventually joining the Second Submarine Squadron based at Devonport. Picture: PO(Phot) Tel Harding

## Sky's the limit for WRNS

WOMEN are to train as Royal Navy helicopter pilots and observers.

Announcing the widening of employment of women as aircrew to allow them to undertake RN aviation roles, Armed Forces Minister Mr. Archie Hamilton said they would be employed initially as pilots, observers and aircrew in anti-submarine warfare and airborne early warning Sea Kings, and in anti-submarine and anti-surface warfare Lynx.

It is intended to start recruiting immediately and to seek volunteers from within the WRNS.

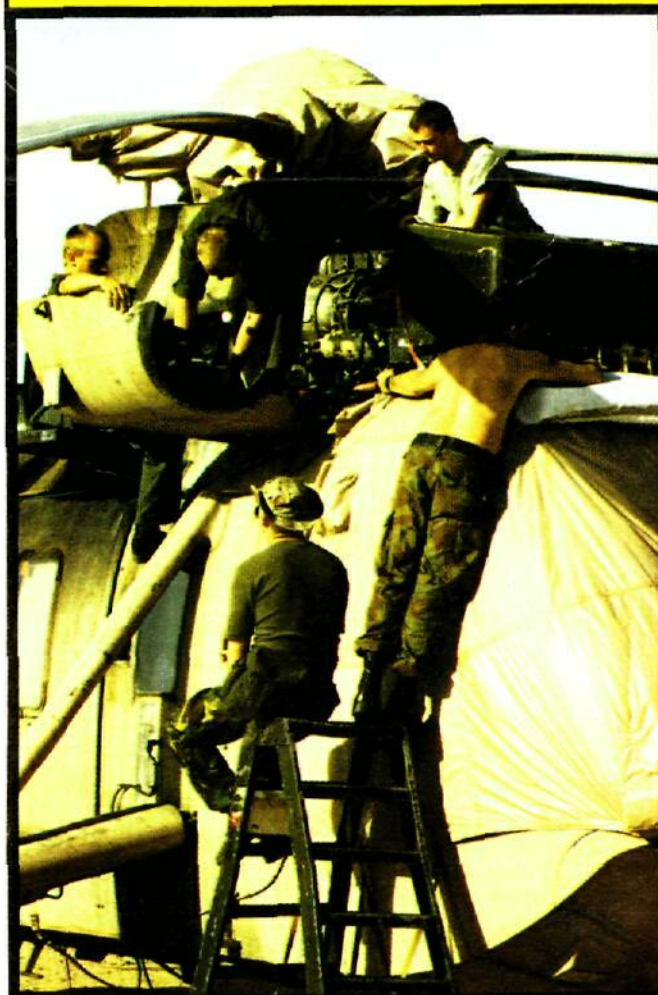
Employment in Sea Harriers and Commando helicopters is planned to follow at a later stage.

When it was announced early last year that members of the WRNS were to serve at sea, it was stated that a study was being carried out into opportunities for women to fly.

### New squadron

The Ninth Frigate Squadron, now officially formed, will comprise HMS Norfolk and the follow-on Type 23 ships, including HMS Marlborough and Argyll, next due to join, and HMS Lancaster later in the year.

## 'JUNGLES' AT HOME IN THE DESERT



DESERT Junglies: The Royal Navy's commitment in the Gulf crisis is now evident deep in the desert as well as at sea.

Nos. 845 and 848 squadrons, with elements of the Commando Helicopter Operational Support Cell, are deployed as part of the Support Helicopter Force, Middle East in Saudi Arabia. In the picture the essential job of desert maintenance of the Sea Kings continues.

The Arctic-trained "Junglie" Squadrons, which normally operate in Northern Norway with 3 Commando Brigade, Royal Marines, are now working alongside Pumas and Chinooks of the RAF. The helicopter force provides support for the UK 1st Armoured Division.

Picture: Lieut-Cdr. Nigel Huxtable.

# Poll tax relief for Gulf forces

AFTER several months when it has been unclear whether all Service personnel posted to the Gulf will be exempt from paying the poll tax, Environment Secretary Mr. Michael Heseltine told the Commons on February 19 that British Service personnel in the Gulf should not have to pay the community charge for the period of their posting.

If necessary, the Government would legislate to ensure they did not have to do so.

In recent weeks disquiet has been expressed by a number of politicians and local councillors, particularly in areas where there are large Service populations, that some local authorities would be hard hit financially if Gulf personnel were removed from the community charge register. Government help was advocated.

In February Mr. Heseltine

announced plans to compensate councils which lost substantial revenue. He said a special grant would be paid to councils where Service person-

nel made up a large proportion of the charge-payers.

The grant will be paid if the income lost exceeds 0.25 per cent of charge income.

## Rosyth: No decision yet — PM

AS speculation continued about the future of UK naval bases, the Prime Minister said, in answer to a Commons question concerning Rosyth, "No decision has been made to close Rosyth or any other naval base. We fully recognise the implications that closure would have for employment in the area. Those implications would be fully considered and examined before any such decision was taken."

### Holy Loch

Meanwhile, it has been announced that the United States is to close its nuclear submarine base at Holy Loch on the Clyde. The closure is likely to be some time next year.

## LEDBURY ON PATROL



COVERED in RAM (Radar Absorption Material) the mine countermeasures vessel HMS Ledbury patrols the waters of the Gulf. Picture: PO(Phot) Terry Harding.